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The Hongkong Telegraph.

FOUNDED 1861.

一月八日 號八十一

MONDAY, JANUARY 18, 1926.

日五初月二十

SINGLE COPY 10 CENTS

55 PIAO YUAN

(By Captain E. de Normanville in the Daily Chronicle). Remarkable Value: As far as I can see, it (the Essex-Six) is the cheapest six-cylinder aero in the show, yet it has a more refined road performance than many cars costing \$50 or even 100 per cent more. The polished chassis on the stand is a study for the automobile student in the difficult problem of combining very low production cost with really high road performance.

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MORE TROUBLE.

CHRISTIAN COLLEGE INCIDENT.

DR. HENRY'S DENIAL

The following report of alleged trouble at the Canton Christian College appeared in the *Canton Gazette* of the 12th instant:

"At the Canton Christian College, founded by American missionaries, it is alleged there is no freedom of organization among the workers of the college. The workers of the college, men and women, numbering over several hundred, after learning of the importance of being organized decided to form a Worker's Union of their own. A few days ago, the College workers held a general meeting at the Worker's Self-control Building to discuss measures and procedure for the organization of their union. During the meeting, it is alleged, suddenly, J. M. Henry, President of the college; Ko Kwan-tin, secretary of Chung Wing-kwong, the Vice-President; I. C. Lam, Principal of the Overseas Chinese School; Lau To-sing, foreman; Ho Yam-tong, vice-principal of the Middle School and Tong Pok-cheng, typist in the President's office appeared and stopped the meeting, accusing the workers of secretly holding a meeting without the permission of the college President. The meeting, broke up, but the workers immediately after held another meeting outside the college grounds. They considered that the intervention of the College authorities is an encroachment on their freedom of organization. The meeting decided to protest and so on strike. It is reported that the students of the college are siding with the workers. It was reported later that the workers' demands have been conceded."

DR. HENRY'S DENIAL

In the *Canton Gazette* of the 14th instant Dr. Henry replies as follows:

I regret to observe that in your issue of Tuesday, January 12th, an article, which is misleading appears, entitled "Canton Christian College Workers Threaten to Strike."

There has never been any limitation of "freedom of organization" among the workers at the College, and I hope there never will be. We have always done our best with the limitations under which we labour to do the right thing by our workers, and I believe the general conditions under which they operate will compare favourably with what obtains anywhere else. We should welcome any inquiry and are always grateful for constructive criticism."

Late Thursday evening, January 7th I received word that owing evidently to a misunderstanding with regard to the dropping of a large number of workmen, a mass meeting of the workmen was being held to discuss a general strike for the next day. Naturally I went down at once to the meeting, which was a most orderly meeting, and said I should like an opportunity to find out just what the difficulty was, to see if there was not some serious misunderstanding. I was then asked to take what platform there was, and for half an hour was occupied, with two of my associates Messrs. Ho and Tong, in answering questions and making explanatory statements. I gave assurance that the cause of misunderstanding, the dropping of these particular workmen, at this particular time, would be removed, and stated what was quite true, my full sympathy with the workingman, and arranged for a conference the next morning with delegates of the meeting, in order to come to a complete understanding. So far as I am aware the

ASSAULT ON WOMAN.

CRIMINAL SESSIONS CASE.

The "Criminal" Sessions were continued this morning before Mr. Justice Wood, when a Chinese named Wong Fat appeared to answer two charges. The first was of assaulting a Chinese woman on December 17th, last year, with intent to rob, and the second was common assault on the same woman. Mr. T. S. Whyte-Smith appeared for the Crown, and the defendant pleaded not guilty.

Mr. Whyte-Smith said at about 2 p.m. on the day in question, the woman and a daughter were the occupants of a house on the top floor of 32 Eastern Street, which was between Bonham Road and Tungkoon. There was a knock at the door, which was bolted, and the daughter on going to answer called out, "Who's there?" A voice replied, "Chickens for sale; very cheap." She opened the door and let the man enter. He had two fowls in his hands, and he walked along to the sitting room where the woman was. The man had called on previous occasions with fowls, and once he sold one, therefore the daughter presumably did not have any fears of letting him enter.

Shortly afterwards there was another knock at the door, and the man who was with the mother shouted, "Oh, that is my fok," and the daughter allowed the second man to enter. As soon as he entered, he seized her by the throat, and the Court would be told that at the same time, the man in the sitting room seized the mother, and actually produced a knife. The woman would tell the girl, who was in the passage, succeeded in freeing herself, and opening the door gave the alarm. Both men then ran out, and although chase was given they both got away.

The girl would tell them that on returning to the house she found two knives, produced, and two gags. Later the police effected the arrest of the defendant at 331 Reclamation Street, and at an identification parade the next day, both the girl and the woman picked out the defendant separately. The Crown was not going to ask the jury to find the defendant guilty on both charges, but on the one for which there was the strongest evidence.

When charged at the Police Station the defendant replied: "I have nothing to say. I did enter the floor." When before the Magistrate he said "Before I was arrested I was staying with a chansman. I am not the guilty party."

After the evidence for the prosecution had been completed, the defendant said he had nothing to say, and the jury returned a verdict of guilty on the first count, without leaving the box. Prisoner was sentenced to five years' hard labour, and ordered to receive twelve strokes with the cat."

STRIKE HABIT.

TUNGKOON CITY JOINS MOVEMENT.

MORE PICKETS.

It is reported that all workers and merchants of the city of Tungkoon went on general strike on the 14th instant. The cause, it is stated is over-taxation on vessels by the Kum Ngok Lekin Station. The ordinary levy on each vessel passing this station has been two dollars, but a few days ago a junk plying between Canton and Tungkoon, besides payment of the ordinary levy, was called upon to produce its manifest, and an extra tax was imposed on each package of goods. The junk people refused to pay this and the vessel was subsequently detained by the lekin station officials. Thereupon all the vessels suspended their sailings pending a solution of the impasse.

The lekin station officers were adamant in their demand, and a general strike was declared throughout the whole city. A delegation composed of the representatives of the Kuomintang, students, labourers, farmers and merchant unions has now proceeded to Canton to make representations to the Provincial Government, and it is stated that the Government has taken the matter up and expects to settle it in a day or two.

MORE STRIKE PICKETS.

Since the management of the Hongkong-Canton Strike Union in Canton has been changed into a committee system, it was found necessary to elect one more member of the committee, in order to carry out the reforms which are being instituted in the union. At a meeting held for that purpose, Mr. Poon Wing was elected, and, after having been sworn in, he assumed office on the 15th instant. It is reported that four hundred more of the newly-trained pickets have been sent to Shumchun and Chin Shan in order to carry out the activities more effectively. The foregoing news does not appear to tally with the reports current in Canton that both the Government and the Strike Union are sincerely desirous of an early settlement of the strike.

BRITAIN & AMERICA.

IMPORTANT FINANCIAL CONFERENCE.

London, Jan. 17.

According to the *Morning Post*, considerable interest is attached in New York to the conference which took place between Mr. Montagu Norman, Governor of the Bank of England; Mr. Mellon, Secretary to the Treasury and Mr. Strong, President of the Federal Bank. It is thought that the combined banking resources of the two countries will serve to create a Federal Bank in Europe with the object of placing the nations on their feet economically and to increase the world's demands for manufactured products. The first trial will be made in Germany, who, the first since the war, showed in October last a favourable trade balance. The revision of the Dawes plan will be considered in order to make the amount of payments by Germany depend upon her

GOVERNOR'S VISIT.

POLICE DEPARTMENT INSPECTED.

Following his inspection of the Gaol recently, His Excellency the Governor this morning paid a similar informal visit to the Police Department. It is to be recalled that the new buildings which now contain the administrative offices of the force were not yet built when Sir Cecil Clementi was last in Hongkong, and consequently the enlargement of the area occupied by the buildings formed an interesting expansion of this branch of the administration.

His Excellency was shown round the buildings by the Captain Superintendent of Police (Mr. R. P. J. Wodehouse, C.I.E.) and displayed much interest in the details. The visit lasted altogether an hour and a half.

SHIP GROUNDS.

HELD UP FOR TEN HOURS AT HAIPHONG.

"Within a very short while of clearing for Hongkong with a large cargo of rice on Thursday last week, the master of the *W. Fat Sing* s.s. Halvard found his ship stranded on a mudbank in the Dredged Channel of the Haiphong River. She grounded at about 11.5 a.m. and she was refloated after some ten and a half hours.

The Halvard is commanded by Mr. C. W. Shearer and her gross tonnage is 1941. It is not thought that the vessel has sustained any damage, but her owners, we understand, are sending her into dock to make certain.

SON RELEASED.

BUT FATHER FINED.

In an opium charge heard by Mr. R. E. Lindsell, at the Central Magistracy to-day, it was stated that a small boy in whose possession the drug was found by an Indian constable gave information which led to the arrest of the boy's father.

The boy was released, but the man was fined \$100, or six weeks on conviction of the charge.

Mr. F. C. Vaux, who appeared for the defence, put in the plea that the opium was used as medicine, and was reminded by his Worship that opium was always termed a medicine.

BIRCH FOR BANISHEE.

AN OLD HAND SENTENCED.

Having been convicted on four previous occasions under the Banishment Ordinance, and on each appearance before the Magistrate receiving twelve month's hard labour, a Chinese was charged at the Kowloon Magistracy this morning with larceny of jacket and \$15; also with returning to the Colony after being banished for life.

The defendant's criminal record showed that since 1921 he had been imprisoned on a number of occasions for larceny and deported at the expiration of his sentences.

On the present charge of larceny defendant was sentenced to three month's hard labour, with a further three month's and 13 strokes of the birch on the second charge.

FRANCE & GERMANY.

NEGOTIATIONS RESUMED.

Paris, Jan. 16.

The Franco-German negotiations were resumed yesterday without the participation, on the side of the Germans, of the industrialists, who, formerly caused trouble. The first meetings will be devoted to general and

CANTON AIMS.

LATEST PROPAGANDA SCHEME.

KUOMINTANG BUSY.

Regarding the general meeting of the Kuomintang, which has been in session from the New Year in Canton, the delegates have devoted most of the time to receiving reports from all the organisations of the party throughout China and overseas, and during the last four or five days important questions which have been brought up in these reports have been discussed. Apart from the questions which directly concern the party and its individual members, two outstanding matters—the present political situation of China and propaganda work among the farmers—were debated at great length before a final decision was reached that in the two campaigns the military and the farmers should work hand in hand and should commence with the least possible delay. It is argued that a military conquest alone will not bring order out of chaos, but rather it will prolong and intensify the conflict, but with the co-operation of the proletariat, which can only be obtained by systematic propaganda, it is claimed that the revolutionary army will be able to carry peace and good-will wherever it goes.

At one of the sessions it was decided to appoint four more judges to set up a Special Court for trial of those who are under arrest for alleged complicity in the assassination of the late Liu Chung-hoi in order that the trial may be completed before the end of the Chinese New Year. A communiqué of the 14th instant announces the appointment of General Wong Mow-kung, and Messrs. Lo Hing-yuen, Lum Tsu-hum and Sun Ying-see, as the four additional judges. The Chairman of the committee of judges is to be elected by the seven members comprising this Special Court. It is stated that the Special Court will begin its sittings on the 18th instant or 20th instant.

A circular telegram to all Kuomintang organisations by the officers who were engaged in the campaign in the East River sector, headed by Generals Ho Ying-yun and Ching Chin, protests against the alleged illegal and unconstitutional meeting of eight section of the Kuomintang at Si-Shan, and declaring their loyal allegiance to the Central Executive Committee of the Kuomintang at Canton and the Canton Government, and their unwavering adherence to Three Peoples' Doctrine of their late leader, Dr. Sun Yat-sen. The telegram bears the signatures of forty-five officers who were engaged in the East River campaign.

NEW PATROLS.

NORTH RIVER SCHEME.

Reports from Canton state that an effective patrol now being in operation on the East and West Rivers and the delta, the attention of the Naval Bureau is now being directed to the North River.

As this river is some hundreds of miles in length and at this season of the year the water is low, patrolling is very difficult. The reason why banditry is not so frequent as on the East and West Rivers, is that the banditry there is kept in check by the Local Guards and Peoples Volunteers.

It is proposed to divide the North River course into fifteen stations and where the water is shallow, armed motor launches will be employed. Soldiers will be stationed at all important points where they can be ready to co-operate with the Navy. General Tan Yen-ka has so posted his troops that at a given signal from a certain place, reinforcements will be at hand

BY WIRELESS.

LATE INTERESTING HOME ITEMS.

The following late news items have been broadcast by the British official radio from Rugby:—

QUEEN ALEXANDRA'S MEMORIAL.

It is proposed that the national memorial to the late Queen Alexandra shall take the form of a further endowment of Queen Victoria's Jubilee Institute for Nurses which ministers to the sick and poor in their own homes. An appeal for subscription for this object is made to-day in a letter to the press, signed by the Lord Chancellor, the Lord Mayor of London, the Archbishop of Canterbury and York, Cardinal Vaughan, Archbishop of Westminster, Dr. Hertz, Chief Rabbi, and other distinguished personages. It is recalled that the Institute was founded by Queen Victoria in 1887, that it received a further addition to its funds at Queen Victoria's Diamond Jubilee in 1897 and that the women's memorial to Queen Victoria at her death in 1901 was devoted to the same purpose. Queen Alexandra succeeded Queen Victoria as Patron of the Institute and from the first day of King Edward's reign until the last day of her life Her Majesty showed an affectionate and abiding interest in its work.

GIGANTIC ENGINEERING FEAT.

The demolition has been completed of seven hundred yards of railway tunnel from Henfield to the main line. The tunnel, which was one hundred feet below the covering, had contained a double track which has now been replaced by cutting it wide enough to accommodate four lines. The new cutting which is both the largest and deepest railway in Great Britain necessitated the excavation of 821,000 cubic yards of shale and rock. This gigantic engineering feat was carried out without the slightest interference with traffic. No fewer than 100,000 trains passed over the section of the line concerned during the period when the demolition works were in progress.

JAPAN'S NEW AMBASSADOR.

Sir John Tilling, the newly appointed British Ambassador at Tokyo, left London on January 8th for Japan.

SOUTH SEA EXPEDITION.

An expedition is being despatched to the South Seas at the instance of the Colonial Office, to make exhaustive investigations into the migrations and habits of whales. It is understood that the idea of the expedition is inspired by fear that there is a danger of the extermination of whales in that region. Such belief has been expressed by Sir Sidney Harmer, the distinguished zoologist, who is working with the Colonial Office in connection with the expedition. The vessel selected for the expedition is Captain Scott's ship, the Discovery, which left Cape Town last week for the South Seas. The investigation will occupy two years.

FLYING FEATS.

Colonel the Master of Sempill has performed a considerable feat with a light aeroplane. Despite bad weather, he made a flight from Stranraer on the south-west coast of Scotland to London, landing at Edgware aerodrome. The distance flown is about 350 miles as the crow flies.

Another aviation feat has been accomplished at Duxford aerodrome, near Cambridge, where Flight Lieutenant Woollett, of the Royal Air Force, attained a height of 30,000 feet during altitude trials with an oxygen breathing apparatus. Lieutenant Woollett used a steel built fighting machine and he flew at about the height mentioned for half an hour. This was according to his instructions, but he reported on descending that he could, if necessary, have exceeded 30,000 feet. Statistics show that the greatest height reached by an aeroplane in this country was attained in January 1919, when Captain Lang

PIRACY SEQUEL.

EAR AND MOUSTACHE BY POST!

TO-DAY'S TRIAL.

The gruesome and barbarous method of cutting a man's ear off, and sending it in an envelope to relatives, to get ransom was referred to this morning before Mr. Justice Wood, at the Criminal Sessions, when a Chinese was brought up to answer four counts. The charges were of forcibly capturing a number of Chinese with intent to rob; of being in unlawful possession of eight revolvers; and with committing piracy on the high seas on the "Po On," putting Chinese in fear of their lives; and with stealing about \$378, jewellery, clothes, and boots.

The accused pleaded not guilty to all four counts.

Mr. T. S. Whyte-Smith, who appeared for the Crown, in outlining the case, said on the day in question the steam-launch left Hongkong about 5 p.m., for a place on the northern shore of Deep Bay. He explained that the water was British, but the shore was in Chinese territory. On the way there, the launch stopped at a small village, and two passengers got on. The boat then proceeded to a place on the north shore at Deep Bay, where a boat, containing about twelve persons, put out from the shore, and boarded the launch, when it was seen that they were armed with revolvers.

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AFTER-DINNER

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From 9 p.m. to midnight.

Fancy or Evening Dress Optional.

DINNER.

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ATHERLEY TRIAL.**PRISONER GETS TWO YEARS.**

The Atherley trial concluded on Saturday evening, and, as reported in our second edition of that date, the accused was sentenced to two years' hard labour. Some four hours was taken up by the Chief Justice in summing up, the greater part of which was taken up in reading over evidence taken at the trial.

Continuing, has Lordship said: As a matter of fact, the case seems to me in its essentials a simple one; although as I set it before you in its simple form you must not deal with it in that manner, but on the facts as they are before you, and the verbal and documentary evidence. The case

for the prosecution put very simply, is this: Mr. Atherley, sometime before March 24, 1924, got into serious difficulties and gave orders for the compradore to pay company's monies to him. In consequence of these orders, knowing that these were monies paid to the company and belonging to the company, Mr. Atherley took them and placed them to the credit of his account with the object of using them for his own purposes, and that he knew all along whence they came. Evidence on behalf of the prosecution's case was put before you, strongly corroborative of their case.

The defence asks you to believe, continued his Lordship, that the money was advanced by the compradore; whether that money was his own, accused did not know. It was purely a matter between himself and the compradore, and this was the answer returned to every question in respect of the remarkable resemblances between the amounts paid to his account which came from the company's monies and in respect of the amounts repaid.

Verdict of Guilty.

Before retiring, the foreman of the jury asked: "Does the receipt of monies (exhibit D) alleged to have been an acknowledgement by Mr. Atherley, refer to monies borrowed from the Company?"

His Lordship replied that if they believed in the authenticity of the document, then it was an acknowledgement of the monies received on behalf of the Company.

The jury retired and after an absence of fifty minutes, returned verdicts of "Guilty" on all four charges.

The Chief Justice, addressing the accused, said: Mr. Atherley, you have been found guilty by the jury on the four counts of the indictment on which you are charged, and I can only say that I am fully in accord with their verdict. I do not see what other verdict they could have given on the evidence. Yours is a pitiable case, but not an unknown one—not an uncommon one. You have been betrayed into living extravagantly. You then, in your endeavour to recover yourself, speculated with the monies of your employers, and now find yourself in the position in which you are to-day.

Painful Position.

I do not desire to say anything which may add to the pain of your position, but I must remind you that you were in a position of great responsibility and that you failed those who put their trust in you. You have persisted to the end in denying the charges which have been proved against you.

The sentence of the Court is that on the first indictment you be imprisoned with hard labour for a term of one year, on the

RUGBY INTERNATIONAL.**ENGLAND AND WALES DRAW.**

Cardiff, Jan. 16.

The International Rugby match between England and Wales was played in sunny weather, before a crowd of 40,000, and resulted in a draw of three points each.

There was a touch of frost, but scarcely any wind. The ground had been protected all the week and the turf was in almost perfect condition.

Half an hour before the start, people began climbing the railings and took up positions outside the touchlines. Many were forced back to their places by a large body of police.

Each side got the ball in turns from the scrummages, but when it reached the three quarter lines, England looked the more dangerous side.

The tackling of both sides was excellent, but near half time some bad temper was displayed, the England forward, Vose, receiving a punch in the face.

After thirty-five minutes, Francis, after a great run, passed to Wakefield, who scored a try. Stanley failed to convert, England thus leading at half-time, 3—0.

The Equaliser.

On the resumption, Wales, by good rushes took the game to the England line, but the English pack held the ensuing scrummage well. Then Wakefield burst through, shaking off two tackles, but punted poorly when approaching the Welsh full-back.

Stock, the Welsh threequarter, was hurt and retired, but soon returned. Wales meanwhile had nearly got in and feeling was running high among the players, Vose being hurt.

Following another fine rush by the Welsh forwards, the game was stopped owing to the hard knocks exchanged.

Wicks relieved the pressure on the England line, but a quarter of an hour from the finish the ball went out to Andrews, the Welsh three quarter, who dropped it, but picked it up and running on, picked up and scored wide out. Harris failed to convert.

Towards the end, the Welsh back indulged in a beautiful bout of passing. Harding being tackled just in time, while Andrews was nearly in. Wales made attack after attack, Phillips nearly dropping a goal for them. There was no further score, the match being drawn.—Reuters.

second count for a term of six months with hard labour, on the third count for a term of six months with hard labour and on the fourth count for a term of six months with hard labour. The first three sentences will run concurrently and the fourth sentence concurrently.

On behalf of the Attorney General, Mr. Jenkin handed in a nolle prosequi on another indictment containing 41 counts.

His Lordship thanked the jury for the time and trouble they had devoted to the case. It had occupied a great deal of their time and had been a strain on them all. He released them from further service for a period of two years.

The jury was composed of the following gentlemen—Messrs. E. A. Simon (foreman), M. Minney, H. L. Stainfeld, A. S. da Rosa, Shek Juman and Tung Man-yan.

Mr. P. M. N. da Silva was the original foreman of the jury, but owing to indisposition, he retired at a previous hearing and his position was taken by Mr. Simon.

THE MOSCOW SPLIT.**RESHUFFLING OF IMPORTANT OFFICES.**

London, Jan. 16.

Presumably as the result of the sharp divergencies manifested at the recent Communist Congress, a number of important changes in official appointments are cabled by Reuter's correspondent at Moscow.

Inter alia, M. Kameneff is relieved of the presidency of the Council of Labour and the assistant presidency of the Council of Commissaries, and becomes commissary for Foreign and Home Trade in succession to M. Zuriupin.

M. Rykoff combines the presidency of the Council of Labour and Defence and the presidency of the Council of Commissaries.

M. Frumkin is relieved of the position of Assistant Commissary for Foreign and Home Trade, whereinto M. Krassin is appointed. M. Sokolnikoff is relieved of the Commissariat of Finance and takes up the assistant presidency of the State Planning Committee.

The reshuffling also affects a number of lesser known leaders.

—Reuters.

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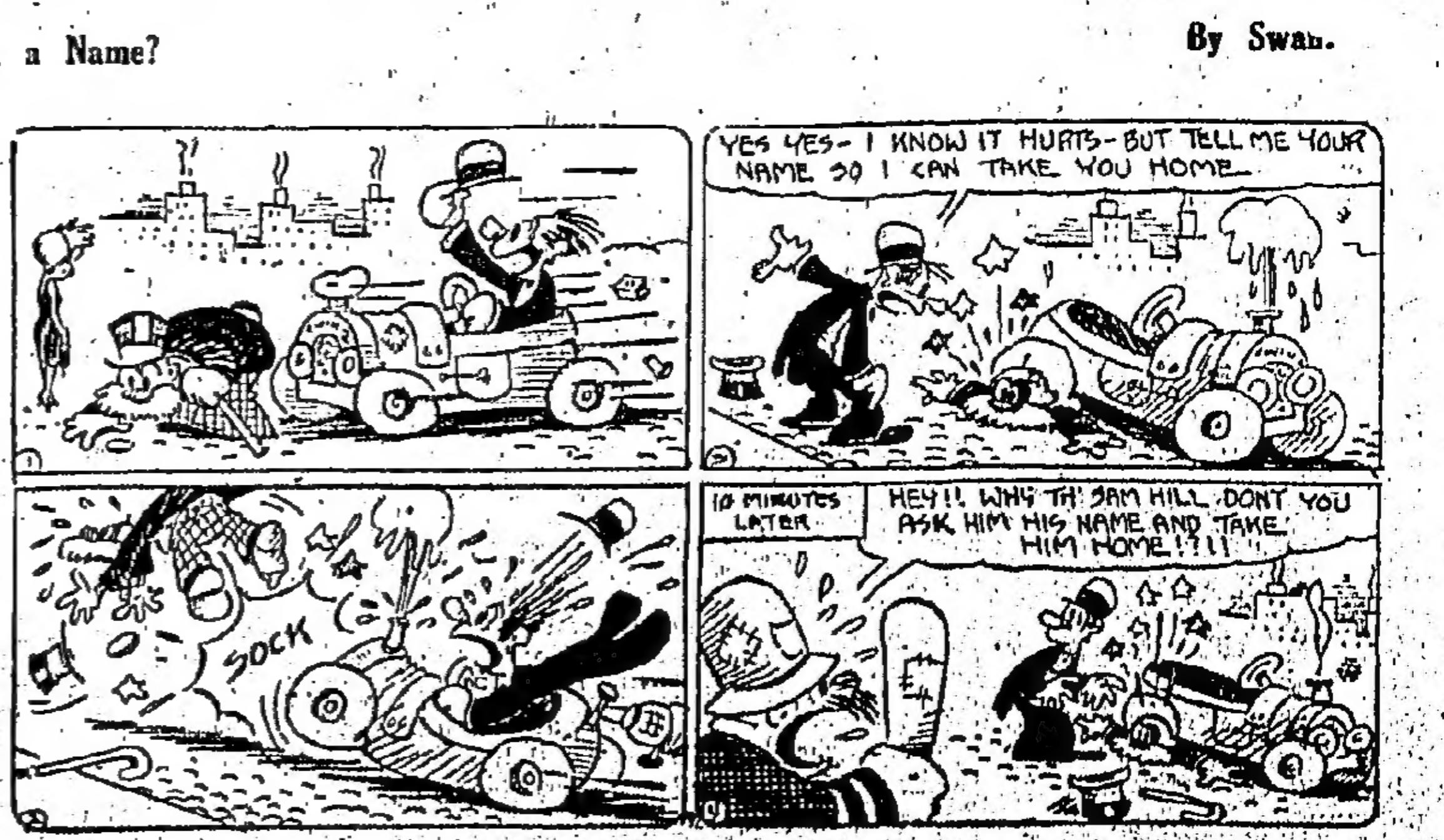
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TO LET self contained flat in Armond Buildings, Kowloon, four large rooms, kitchen servants quarters &c. furniture and fittings may be taken over if required. Apply Post Office Box 609, Hongkong.

TO LET—One European flat, Wan Chai Gap Road, Hongkong. Apply to 32 Kennedy Road.

HONGKONG JOCKEY CLUB

Entries for the forthcoming races close on Saturday, January 23rd 1926, at 3 p.m. and must be sent to the Secretary c/o Linstead and Davis, Alexandra Buildings, on or before this date.

Entry Forms are now ready and can be had at the Jockey Club Stables, Race Course, Hongkong Club or Linstead and Davis.

HONGKONG JOCKEY CLUB

Third Day, 7th Race, 3rd March 1926

The United Services Cup.

Notice is hereby given that the conditions for this Race have been altered and should read as under:

CONDITIONS. A Cup will be presented to the Winner with \$400 added. Second \$250. Third \$150. "Or China Points the "bona fide" property of and to be ridden by Officers of H.M.'s Regular Forces. "Polo Ponies" leased by Officers will, for the purpose of this Race, be considered as the "bona fide" property of such Officers. Catch weight at 160 lbs. Entrance \$5. Once Round (about 7 Furlongs 53 yards).

MISCELLANEOUS.

FOR rent unfurnished houses, Hongkong side, splendid position; one bathing hut, central position at Repulse Bay, cost \$1,000. Offers wanted to rent or outright sale. Small Investors. Telephone 4630.

FOR SALE.

FOR SALE—Just arrived from Australia. Pedigreed Scottish Terrier, Fox Terriers and Airedales; also Trained Sporting Dogs. Apply Phillips c/o Fred Kew & Co., Alexandra Buildings.

S. P. C. A.

FOUND on Barker Road, a White Shaggy Dog with black markings, Female.

Apply Dog's Home.

COKE.

Tenders are invited for the purchase of 500 Tons of gas Coke, half ex works West Point and half ex works Kowloon.

Tenders should be submitted on or before 20th January 1926 addressed to the Manager. The Company do not bind themselves to accept the highest or any tender.

HONGKONG & CHINA GAS CO., LTD.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY EIGHTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Offices of Messrs. Jardine Matheson & Co., Ltd. on WEDNESDAY 27th January 1926 at noon for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December 1925.

The REGISTER of Shares of the Company will be CLOSED from Friday, 15th January to Wednesday, 27th January, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors.

L. S. GREENHILL,
Secretary.

Hongkong, 7th January, 1926.

WAR DEPARTMENT CONTRACTS

Sealed Tenders will be received at the office of the O. C. R.A.S.C., Headquarters Offices, Victoria Barracks, Hongkong until 12 o'clock noon on the dates stated, for the undermentioned services for a period of 12 months from the 1st April, 1926:

Fuel. 5th Feb. 1926
Indian Supplies 8th "

General "A" 9th "
" "B" 9th "

Meat, Fresh or frozen, and live goats 11th "

Forage 11th Barrack Services 12th Transport 18th Hospital Supplies 19th "

Tender Forms and any necessary information may be obtained at the above office between the hours of 10 a.m. and 1 p.m. daily, except Sundays.

HONGKONG HORTICULTURAL SOCIETY.

The Annual General Meeting of the Members of the above Society will be held on THURSDAY, 28th January, 1926, at 5.30 p.m. in the Board Room of Messrs. Jardine Matheson & Co., Ltd.

All Ladies and Gentlemen interested in Horticulture, whether Members of the Society or not, are cordially invited to attend.

AGENDA.

To receive and pass the Committee's Report and Statement of Accounts for the year ended 31st December, 1925.

To Elect Officers and a new Committee for the current year.

To Fix the date of the Annual Flower Show.

To discuss any matters of interest to Horticulturists in Hongkong and outlying districts.

E. B. C. HORNE, Hon. Secretary.

Hongkong, 15th January, 1926.

G. M. R.

NOTICE.
Dog Licence.

Owners of dogs are reminded that their dogs should be licensed for the year 1926 before the end of January.

P. P. J. WODEHOUSE,
Captain-Supt. of Police.
Hongkong, 15th January 1926.

NOTICE.

In order to avoid misunderstanding, we beg to inform the public that we are the Authorised Agents for Michelin Tyres in South China, having been appointed by the China Manager of M. Michelin & Cie, Clermont Ferrand, France, on 27th April, 1925.

J. GIBBS & CO.

Alexandra Building,

4th floor.

Hongkong, January 12, 1926.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. DE SOUSA.

YOU ARE ST RVING YOUR MIND

You do not expect your body to grow strong without proper nourishment.

And your mind cannot grow strong without proper information.

Give you mind the same chance to develop as your body by buying

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THE HONGKONG HOTEL GARAGE

The Hongkong & Shanghai Hotels, Ltd.

Motor Coach Service to Repulse Bay Daily

STARTING ON MONDAY 18TH JANUARY

Leave HONGKONG HOTEL

Leave REPULSE BAY

7.45 a.m. 8.15 a.m.

9.30 a.m. 8.45 a.m.

11.00 a.m. 9.15 a.m.

12.45 p.m. 10.00 a.m.

3.00 p.m. 11.30 a.m.

4.00 p.m. 2.30 p.m.

5.00 p.m. 4.30 p.m.

5.30 p.m. 6.00 p.m.

6.30 p.m. 7.00 p.m.

7.30 p.m. 8.30 p.m.

11.45 p.m. 12.00 mid-night

Leave REPULSE BAY

Leave HONGKONG HOTEL

7.45 a.m. 8.15 a.m.

9.30 a.m. 8.45 a.m.

11.00 a.m. 9.15 a.m.

12.45 p.m. 10.00 a.m.

1.30 p.m. 11.30 a.m.

to Half Hourly 2.30 p.m.

6.00 p.m. to Half Hourly 7.00 p.m.

7.30 p.m. 12.00 mid-night

Leave REPULSE BAY

Leave HONGKONG HOTEL

7.45 a.m. 8.15 a.m.

9.30 a.m. 8.45 a.m.

11.00 a.m. 9.15 a.m.

12.45 p.m. 10.00 a.m.

1.30 p.m. 11.30 a.m.

to Half Hourly 2.30 p.m.

6.00 p.m. 7.00 p.m.

7.30 p.m. 8.30 p.m.

10.00 p.m. 11.30 p.m.

11.30 p.m. 12.00 mid-night

Leave REPULSE BAY

Leave HONGKONG HOTEL

Leave REPULSE BAY</div

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OF CONSTRUCTING
FIBROUS GYPSUM PLASTER PARTITIONS & CEILINGS,
IS
FIREPROOF,
SOUNDPROOF.

The same properties of Gypsum Plaster Board and Plaster, and the design of the Steel Studs, which make the Simplex System so Fireproof, also make it Soundproof.

STRONG, SPEEDY, ECONOMICAL,

Special information regarding any job can always be secured by writing.

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HONGKONG EXCAVATION, PILE DRIVING & CONSTRUCTION CO., LTD.

Tel. C. 3749. 2nd Floor, Powell's Building.

TROUBLESON COUGHS

can be speedily relieved by using

PINE TAR AND HONEY SYRUP.

Safe and Reliable for Children or adults.

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THE COLONIAL DISPENSARY

Tel. C. 1877. 14, Queen's Road, C.

YOU NEED FIRE PROTECTION



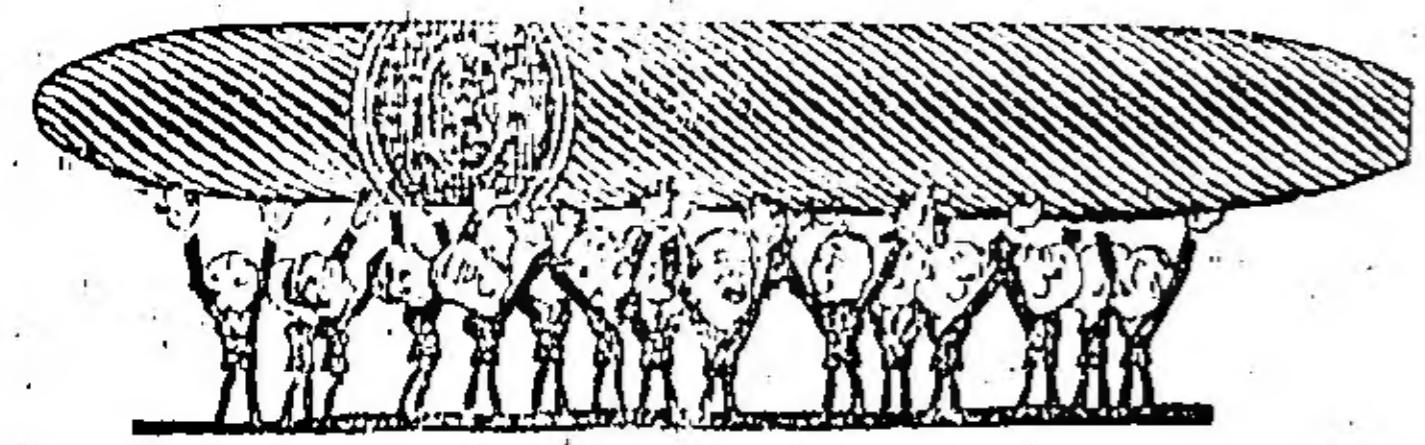
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that FIRE will not
break out in your house.
But you can provide adequate
and simple protection by installing
the world's best Chemical Ex-
tinguisher. Delay may be fatal.
Ask us to quote you immediately
for the most suitable type for
your particular need.

Foamite Firefoam

The United Asbestos Oriental Agency, Ltd.
2, Queen's Buildings.

Tel. C. 236.

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Why not get a box of really good Manila Cigars? We sell superb quality at low prices. Also Cigarettes, Tobacco, Pipes and Smokers' Requirements.

Agents—

VICENTE ATIENZA & CO.

Tel. K.155. 54, Nathan Road, Kowloon.

HONGKONG HARDWARE CO.

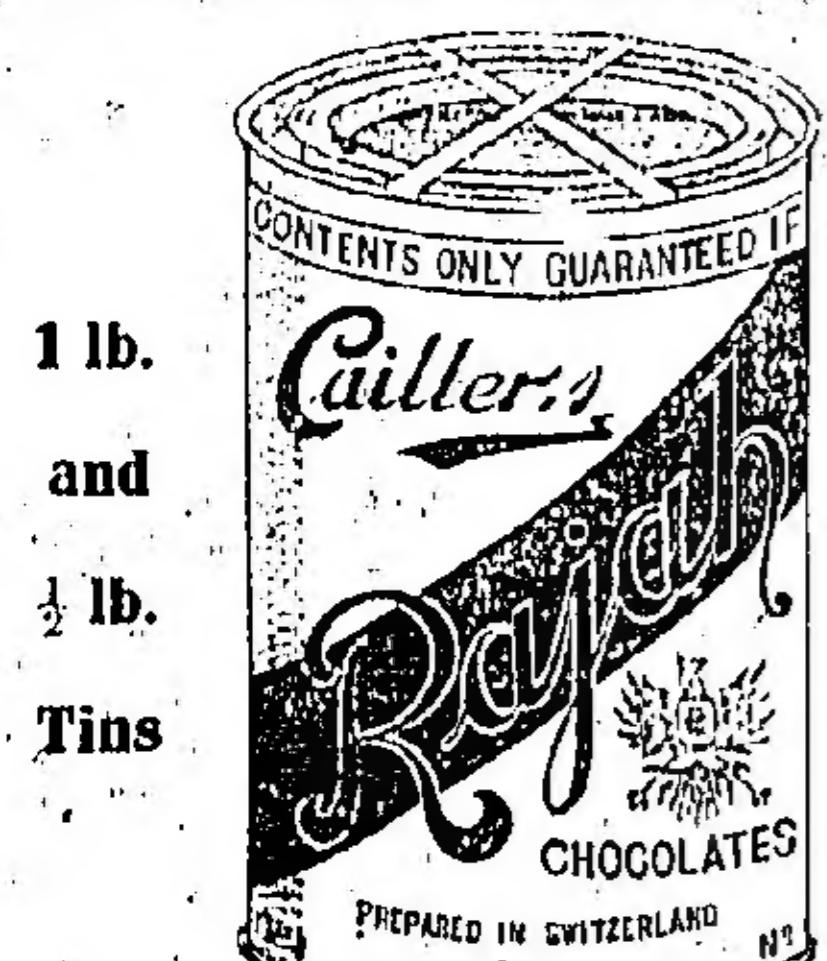
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ESTD. 1884

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"RAJAH BONBONS"



From
All
Stores

FOR THE DINNER TABLE

YACHTING.

A FINE SAIL FOR CRUISERS.

Coquette Wins Island Race.

The cruiser class had a remarkably fine sail in their race round Hongkong yesterday. The weather was heavy most of the way round and the sea not too bad. Seven turned out and all were home by 6 p.m. La Cigale, first home, did the 24 mile trip round in just over 4 hours and Coquette, the smallest boat and winner on corrected time, finished second, having made the course in just under four hours and three-quarters.

The island had to be taken to port. At the start the wind was given as force three and with tide and wind in their favour the boats were soon down to Sulphur Channel. La Cigale was first through but had bad luck in breaking her spinnaker a short distance before spinnakers were hauled in and the boats prepared for windward work along the south coast of the island.

U. and I. was second though followed by a naval cutter sailed by Commander F. Ratsey. She has been fitted with a Handicap class sail and with a couple of jobs. She was going well at this stage and looked like giving a very good account of herself. Norseman, Coquette and Brenda were in close company at Green Island and Tavy II not far behind. Ladye Jean was well ahead.

The windward work along Aberdeen and Repulse Bay proved a severe test. The wind strengthened and the tide was then adverse. Some boats were set to leeward down to Lammas. La Cigale and Coquette alone holding up along the coast.

At Repulse Bay La Cigale was leading with Coquette second boat, U. and I. third and, Norseman fourth, the order in which they eventually crossed the line. Ladye Jean was well down to leeward and the other boats in the rear.

Coquette was 20 minutes behind La Cigale at D'Aguilar Point. I. was still windward work to Collinson, at which point spinnakers were of assistance. The wind had fallen a little and at Lyemun there was only just enough to balance the ebbing tide and put the early boats through. Inside the harbour it was much stronger and some good times, as mentioned above, were made.

The Naval cutter apparently took the wrong course and went outside the island to the south of D'Aguilar and so was late in crossing the line at about 6.30.

Coquette won with La Cigale taking second place and Norseman third. This means that there are now four boats standing very well in the championship. Coquette, La Cigale, Norseman and U. and I. Had La Cigale not smashed her spinnaker boom she would undoubtedly have saved her time on Coquette. Details are given below.

Handicap Class.

	1st	2nd	3rd	4th	5th	6th	7th
Linda	5.11	5.13.32	5.08.21				
Rolla	5.15.24	5.15.24					
Diana	5.17.58	5.17.14					
Argalla	5.21.27	5.14.33					
Coleen	5.40	5.31.36	5.27.26				
Falcon	5.46.59	5.40.19					
Dorothea	5.50.48	5.11.54					

Heyward Hays Class.

Hop on Finish Correct Courseing Time ed Time

Handicap Class.

Linda, 1st ser. 5.11 5.13.32 5.08.21

Rolla, 3rd ser. 5.15.24 5.15.24

Diana 44 5.17.58 5.17.14

Argalla, 2nd 8.54 5.21.27 5.14.33

Coleen 6.40 5.31.36 5.27.26

Falcon 6.40 5.46.59 5.40.19

Dorothea 8.54 5.50.48 5.11.54

Heyward Hays Class.

Blooju, 1st ser. 5.30.38 5.30.38

Why Wonder? 2nd ser. 5.31.51 5.31.51

Sealark, 3rd ser. 5.33.45 5.33.45

Bluenose 5.34.24 5.34.24

Lola 4.27 5.38.56 5.34.28

Adele 5.41.33 5.41.33

Adana 5.45.33 5.45.33

Gael and One Design Class.

Daphne, 1st ser. 5.19.34 5.19.34

Pierrette (reld.) 4.27 5.34.65 5.29.58

Alla ser. 5.45.16 5.45.16

Theela, 2nd 8.09 5.47.43 5.39.34

Gael 3.42 5.48.10 5.44.28

Viking, 3rd 9.38 5.49.55 5.40.17

Jean 3.42 5.50.43 5.47.01

Hop on Finish Correct Courseing Time ed Time

Handicap Class.

Linda, 1st ser. 5.11 5.13.32 5.08.21

Rolla, 3rd ser. 5.15.24 5.15.24

Diana 44 5.17.58 5.17.14

Argalla, 2nd 8.54 5.21.27 5.14.33

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Diana 44 5.17.58 5.17.14

Argalla, 2nd 8.54 5.21.27 5.14

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SAVES LIFE, KILLS FIRE,

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16-17, Connaught Road Central. Phone Central 1186.

The Telegraph.

MONDAY, JAN. 18, 1926.

RELIGION AND UNREST.

One gets rather tired in time seeing the phrase: "What is the world coming to?" It is a question which so many of us ask, and none wait to get an answer. It is perhaps unanswerable. The implication is that the world is changing—that is, a great change has come over man's outlook, and the way of life on earth is altering. There are those who tell us that on the whole we humans are greater sinners than ever, and they shake their heads over the new modes and mourn the old customs that are passing into desuetude. Chiefly, they declare that we are giving up religion, and are filled with a desire for new experiences, for less work and more pleasures—indeed, that we are beset by a strange unrest. So there one comes to the two features of the times, the slackness in religion and the unrest of the modern spirit. It is a topic which we hear preached often enough from the pulpit, but in view of the world-wide implications of revolt against the established order of things, it is a matter that takes on a greater significance, and must worry the politician as much as the priest. Some of us might extract a crumb of comfort from the lessons of history; but when we take the whole Christian era for our research we still find that the present age is somehow more threatening to world peace than it has ever been in the last two thousand years.

Most of us are perhaps too materialistic these days to acknowledge the part played by religion in preserving constitutional government, yet facts prove the "influences" which time-honoured customs have exercised. Let us take the Christian Church as an example; and we find, what? A weaker hold on the congregation, a departure from piety, and open expressions of doubt and scoffing in some cases. Ugly facts, but incontrovertible. Much of this is put down to the late war, that has been blamed for nearly everything that has gone wrong since. Yet we seem to recollect a period when it was thought that the horrors and sacrifices of Armageddon had drawn the people nearer to religion—a sen-

timent which the National Mission of Repentance and Hope was designed to make the most of. In countries still nominally Christian the outlook is unpromising: in "Red" Russia, one of the signs of the times is officially-encouraged Atheism; in China, plaid Confucianism has been swamped by the forces of radicalism. Religion everywhere seems to have lost its grip on the imaginations of the people, and the world is the poorer for it. Maybe it is but a passing phase. It still remains a question whether progressive thought has raced ahead of ancient doctrine. Possibly the world is evolving a new religion in painful labour; but the new doctrine is apparently one of revolt.

A May Road Complaint.

We have been asked by a resident on the May Road level to call attention to the inconvenience caused by the fact that after dark there is no method in operation on the Peak tramway system whereby people waiting on the station can get to know whether there is any vacant accommodation on down-going cars. This, we are informed, is especially annoying on theatre nights, when there are usually quite a number of people wishing to get down into town from the mid-levels. It is pointed out that were some illuminated signal provided at the junction-box and displayed before the up car reaches May Road, residents waiting at this station would know whether to take the up car and later come down again by it, or to wait for the down car.

Mere taking a chance on accommodation being available often leads to the wasting of half an hour. We had an idea that there was some signalling system in operation at night-time, but our informant says he has never seen it and has often been inconvenienced by reason of its absence. He also adds that the day-time number signal is frequently misleading, as the down-going car is supposed to display a number when there are fewer than five seats vacant, but that once or twice recently there has been no such number shown and when the car reaches May Road there may be only two or three vacancies. We give publicity to these matters because our informant says they affect quite a large number of people, and no doubt the Tramway Company will do what it can to remedy these shortcomings.

Occupation Army.

There will be few, we think, who will not have a great deal of sympathy for the request of the German Government that the Allies should, by reason of the Locarno treaties and "gentleman's agreement," reduce the size of the army of occupation in the Rhineland. The fundamental purpose of the armies of occupation was to ensure the fulfillment by Germany of the several conditions of the peace treaty of Versailles, and if, by virtue of her conduct since and by the signing of certain further pacts and treaties, Germany has demonstrated a bona-fide desire to conform as far as is ever possible with her bonded word, the *raison d'être* for the armies of occupation very largely vanishes. The British military forces have evacuated the Cologne area and for a long while past there has been a very true desire on the part of the British authorities to reduce the size of their forces in Germany as far as possible. In contrast to a previous attitude, France, also, has made a considerable reduction in the strength of her occupation army, but the French in this matter are true believers in the wisdom of *festina lente* and are making no risky show of implicit trust. After all, France has a right to take care for it was she who bore the burden of actual military trespass. He would be a chronic doubter, however, who would not at this stage say that Germany can be trusted in very large measure. The days when there was perpetual talk of sanctions have happily passed and there is little prospect of military action by the Allies to enforce either payment or acts under the peace treaty. Germany is to be admitted to the League of Nations, her Government has repeatedly shown itself determined to honour its bond, and we think that the Allies might make a very valuable gesture so far as the re-establishment of European peace and friendliness is concerned by a further large reduction in the number of occupation troops.

DAY BY DAY.

GO FORTH INTO THE BUSY WORLD AND LOVE IT; MINGLE KINDLY WITH ITS JOYS AND SORROWS.—*Brooke Herford.*

Two British cases of diphtheria were notified on Friday.

The P. & O. s.s. Morea, from Hongkong, arrived in London on the 15th January, at noon.

Amongst the passengers who left by the President Lincoln were Mr. and Mrs. P. H. Suckling, and Mr. J. Bohan.

"Unplus"—You have failed to comply with the rule which requires correspondents to forward their names and addresses.

A junk master was fined \$5 at the Marine Court this morning for anchoring in the Southern Fairway, thereby causing an obstruction.

Amongst the passengers who arrived by the Empress of Australia on Saturday were Mr. and Mrs. D. H. Hazell, Mr. S. J. Hicks, Mr. F. B. Marshall and Mr. C. E. Peacock.

The forthcoming wedding is announced of Mr. James Roger Godfrey Wyatt, chief officer of the R. F. A. Ruthenia, to Miss Isabella Alice Blair, residing at Kingsclere, Kowloon.

A grass fire broke out on Mount Davis just below the Mount Davis Battery late on Saturday evening. The Brigade was turned out, but the military were able to cope with the conflagration.

The Empress of Australia went into dock for her annual spring clean this morning, taking the place of the Empress of Canada, which is expected to leave for the Kowloon Wharf this afternoon.

On a charge of failing to have two independent and efficient brakes on his lorry, a driver, who, on December 29th, knocked down and seriously injured a young Chinese, was this morning fined \$50 by Mr. E. W. Hamilton, at the Kowloon Magistracy.

A mashed was totally destroyed at Nam Cheung Street, Shamshui Po, early yesterday morning, when the place took fire. The mashed was used as a store and it had practically burnt itself out by the time the Fire Brigade reached the scene.

The results of an examination for the rank of Paymaster Lieut.-Commandr. held in July last, were announced last month. Mr. E. D. T. Churcher (H.M.S. Tamar) came out second in the list with 522 marks. The name of Mr. U. E. Green of H.M.S. Hawkins also appears in the list of successful candidates.

The directors of the European Y.M.C.A. Kowloon, are entertaining Dr. John R. Mott, General Secretary of the International Committee of the Y.M.C.A., to-tiffy-to-day. Dr. Mott arrived in the Colony by the s.s. President Polk this morning and will inspect the new Y.M.C.A. during his stay in Hongkong.

As the anchor of the British India steamer Madura dropped at Plymouth on Dec. 22, a shot rang out and a passenger named Captain Chernsido was found dead in his cabin. Captain Chernsido was a Master Mariner. He was taking his gunboat to Siam for the Siamese Government and was attacked with malaria and went ashore at Malta, from where he had just returned.

The death has occurred at Torquay of Mr. William E. Norris, the novelist, at the age of 78. He was the only surviving son of Sir William Norris, formerly Chief Justice of Ceylon. Born at Cavendish-square, London, he was educated at Eton, and wrote his first novel, "Heaps of Money," in 1877. Since then he had produced no fewer than 35 novels.

The death occurred at Olney (Bucks) last month of Mr. George Smith, who for 67 years had been connected with the pillow lace industry of Bucks and at one period had 3,000 cottagers working on the pillow in their homes for him. He was an expert designer of Bucks-point lace and had designed the lace work for the wedding dresses of the Queen of Spain and other distinguished ladies. He had been a Sunday school teacher for nearly 70 years, and the day before his death he addressed a women's meeting.

SINGAPORE LETTER.

League Health Work—Rickshas and Trams—Java Communism.

(Our Own Correspondent)

Singapore, Jan. 9.

The fact that the first institution of the League of Nations in the Far East is situated at Singapore lent especial interest to the visit of Dr. Rajehman, the director of the health section of the League, this week, and to what he had to say about the manifold activities under his control. The institution referred to labours under the title of the Far Eastern Epidemiological Bureau, and its function is to collect by cable information about epidemic diseases in the chief ports of the Far East, centralise and summarise it, and broadcast it by wireless to all the participating administrations and, in fact, to all who care to pick it up. It is also received at Geneva, where it is embodied in the League's survey of these diseases covering the world. The Bureau was founded in the early part of last year, and the Rockefeller Foundation very generously guaranteed its expenses for the first five years of its existence. Exactly how it supplements or assists the efficient quarantine systems which were created by most of the Far Eastern administrations long before it was founded is not easy for the layman to understand, but it is a matter for experts, and Dr. Rajehman explained that the collection of this kind of information by the League was not done for the purposes of immediate administrative action, but for study and investigation.

An illustration of the methods used by the health committee of the League, our distinguished visitor told us, what was being done in regard to malaria, and very interesting it was. Much research work of the greatest possible value has been done by malaria specialists in Malaya and the Dutch Indies, and I suppose the Malayan medical service claims to know as much as most people about the very complex problem of destroying the mosquito carriers, but it is clear that the investigations now being made by the League by an international committee of experts are the most complete and far-reaching that have yet been made, and the concerted research work that is to be done in the scientific institutions of London, Paris, and Hamburg should be fruitful of much new knowledge.

There is still a great deal to learn about malaria, and a considerable divergence of views exists among specialists in the first rank as to the best prevention methods, although the anti-malarial work carried out in connection with a great reservoir scheme on a jungle-clad mountain thirty miles from Singapore has been notably successful.

Licensing the Ricksha Pullers.

Our city fathers were called upon to decide last week whether or not they would enforce the registration of rickshas from the first day of the New Year, and they wisely shelved the proposal. There are at present three strikes of a minor character in progress in Singapore, and it was felt that this was not the time to introduce a measure which might add considerably to our local worries. One result of registration would be a weeding-out of the unfit men from the ranks of the pullers, thus removing one of the most painful spectacles to be seen in our streets, and a fairly big cut might also be made in the number of pullers.

We have about 25,000, and it is a moot point whether that is too many for a town of nearly half a million people, but the pullers are a troublesome lot, and their only way of ventilating a grievance is to assemble in the streets in crowds with sticks, stones, bottles, and any other missiles that may come in handy. The municipal decision has been criticised, of course, and certainly some of the Commissioners were unduly timorous. If a reduction in the number of pullers is ever to be made the time to do it is during the boom when the demand for labour is good. On the other hand the disinclination shown to embark upon a measure which may not be appreciated by the pullers at a time when the rise in food prices has caused a good deal of discontent among the labouring classes is reasonable enough.

Registration must come sooner or later, however. It has become a crying need if the municipality are to exercise adequate control over the pullers. At present the latter are only indirectly controlled through the ricksha owners, who are legally liable for the acts of the employers, but if a puller went in danger of losing his licence he would acquire a respect for law and order, as distinct from a Sikh policeman's heavy hand, to which he is at present a total stranger. At present the police have quite enough to do to handle the streams of motor traffic without bothering about the ricksha, and they will not set the cumbersome machinery of the law in motion to secure a nominal fine against a puller who can scarcely afford to pay it. Registration should help to solve our traffic problem, because an elementary knowledge of the rules of the road and of the regulations covering the profession of ricksha-pulling would be made a condition of the issue of a license.

Railless Trams for Singapore. We are promised a much more efficient tram service when the conversion from trams to railless trolleys is completed. According to schedule, the programme of the Singapore company should be finished towards the end of 1928, when we shall have nearly double the number of cars at present in use and three-minutes services in the denser parts of the city. The local tramway system bank to such a level of inefficiency after the war that a commission inquired into the matter, and subsequently the Shanghai company stepped in. They really did wonders in the way of improving the services, but they were hampered by the limitations of the plant and property they took over, and if they can provide cheap, regular, frequent, and comfortable transport in the urban areas as a result of their conversion programme they will be conferring a real boon upon the city, and at the same time materially assist the authorities in their efforts to tempt the Chinese out of their congested and insanitary districts into suburbs planned on modern lines. Much will depend upon the facilities offered by the tramway system when the question of abolishing the ricksha comes up again. In theory everyone is in favour of this reform, but in practice they would find it highly inconvenient, and rickshas are likely to ply for hire, at least in the business centre of the town, for some years yet. Singapore is said to be peculiarly suitable for the railless car in that its roads are wide, on the whole, and in good condition. As a matter of fact, the municipality are now engaged in the reconstruction of the entire road system, and the surfaces to be found almost anywhere in the town are consequently excellent. Fears have been expressed lest the capacity of the new type of tram to deviate fifteen feet on either side of the overhead wire should add to the peril of our streets, which are already alarming, but the only alternative to the tram is the motor bus, and it is claimed for the railless car that it yields nothing to the bus in point of carrying capacity, average speed, and flexibility, and, further, that it is cheaper to run and handles in traffic than the petrol-driven vehicle. We shall be able to judge for ourselves next June, when the new cars will be running on one route.

Communism in Java.

It would be difficult to find a more interesting political phenomenon in the world over than the Communistic activities with which the Dutch are endeavouring to deal in Java. This great island is so thickly populated that if it were not for its fertility and climate, and the amazing industry of its people, it would be facing a problem similar to that of Japan, but the masses of the Javanese are engaged in tilling the soil, are untouched by Western education and ideas, and are impervious to propaganda of any sort. It is in the towns that industrial trouble is being experienced, and the Dutch seem to put down every strike or disturbance to Communistic influences. Possibly they do not make enough allowance for economic causes, but undoubtedly the Moscow plague has established itself in Java, although only in patches yet, and only recently a Communist conference was proscribed in the island. The Soviet nucleus at Canton is not more remarkable than this appearance in Java of political doctrines emanating from Russia. Native propagandists and political leaders are constantly being arrested, but the movement appears to have gained a firm hold in the larger

(Continued on Page 7.)

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Burgundy Cru Chamont	Pts. 1.10
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Peppermint Get Freres	Qts. 3.50
Peppermint Get Freres	Pts. 2.00
Creme de Prunelle	Pts. 2.00
Curacao Orange	Pts. 1.85
Rum Punch	Pts. 4.00
Rum Punch	Pts. 2.25
Kummel	Qts. 2.75

We have a few N. J. Disk Calanders left, which may be had on Application.

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THIEF'S TRICK.

OFFERS TO HELP VICTIM.

A hut tenanted by an old woman on the hillside at Shaukwan was visited by thieves on Saturday morning.

Returning somewhat earlier than the usual hour from the hillside, where she was tending to a herd of pigs, the woman was surprised to find the door of her hut ajar. Her screams brought two men rushing out of the hut, where they had been busy rifling the contents.

In the chase which ensued, one of the runaways was caught by an Indian constable, it is alleged, with part of the money stolen from the thief in his possession.

The woman related to the Court, this morning, a cunning device adopted by one of the thieves to put her off the track during the chase. She said that while going as fast as her aged limbs permitted, she found a man following in the rear, and he persuaded her not to shout, saying "I will catch the thief for you." She saw through the trick and explained to the Magistrate this morning that it was done with the object of detracting attention from the runaway.

For the purpose of further investigation, his Worship ordered a remand of forty-eight hours. The prisoner will be retained in police custody during that period.

SOLICITOR'S RUSH.

OPIUM POSSESSION CASE.

"Leashed up as fast as I possibly could, in spite of my weight," explained Mr. C. A. S. Russ in making a sudden appearance at the Police Court to-day in a case in which a sampan woman was being charged with possession of opium.

Mr. J. A. Fraser, in stating the place in which the drug, amounting to some 130 taels, was found, denied the assertion of the woman that the drug was placed there without her knowledge.

Mr. Russ was informed that the woman had admitted the technical point that the opium was in her possession, but had returned a plea of not guilty to the second charge of permitting her boat to be used for its transportation. This second count involved guilty knowledge, said the Magistrate.

Saying that he had had no chance yet of seeing his client, Mr. Russ applied for a remand, and, in regard to the question of bail, suggested \$1,000 as the amount.

Mr. R. E. Lindsell:—That is less than the amount of the opium. If you can find \$12,000 we will let it go at that.

Mr. Russ:—I am not very sanguine as to the ability of my client to find this amount. His Worship:—No, I rather thought you would not be.

The woman was remanded, the case being fixed for hearing at noon on the 31st.

SINGAPORE LETTER.

(Continued from Page 6.)

towns, and one wonders where it is going to end. The fact is that the Dutch have a very difficult problem to solve in the territories they rule. Insulinde. Their colonial policy has always differed very materially from that followed in British Malaya, and it may be that the contrast between the complete political serenity of this peninsula and the unrest which unquestionably exists in the Dutch Indies is not without significance. This is not the place to discuss Dutch policy, nor to criticise our nearest neighbour, but one can say that the Dutch have adopted a different attitude towards their native subjects, and they have never sought the friendship of the Chinese who have very largely made Malaya what it is to-day. One crying evil is the preventive detention for non-Europeans which is practised on a tremendous scale in the Dutch East Indies. It is an undeniable fact that every year hundreds of natives are kept under restraint for several weeks or even months awaiting trial, and the result is that many serve a term of imprisonment far in excess of that to which they are ultimately sentenced, and they have no redress whatever, even when they finally establish their innocence.

ILLINOIS SALESMEN HERE.



By the President Polk this morning arrived two Illinois ladies who won a ticket-selling competition in connection with an Illinois State Exposition. They are travelling round the world and are seen above with other competitors. From right to left are: Mary Murray, Mrs. A. R. Shaffer, Irene Mitchell and Geraldine Dyson (the winners) Kathryn Bevan, Othel Malone, Meta Lohrke, and Mayor Dever of Chicago.



Miss Irene Mitchell and Miss Geraldine Dyson, the ladies who are "taking Illinois round the world".

LATE RETURNS.

THREE APPLICATIONS THIS MORNING.

At the Supreme Court this morning, before Sir Henry Gorham, three applications were made for leave to file returns of allotments late.

Mr. H. S. Fitzroy, representing the Yan Yee Kung Lighter Company, said that the Company was formed in December, 1923, with a capital of \$20,000, divided into two hundred shares of \$100 each. There were only two shareholders, each holding one half the stock, and consequently there was no one in particular to look after the matter. It was a private company and it was pure inadvertence that the return of allotment was not made at the right time.

Mr. T. Addis made a like application on behalf of the Sui Wa Co., Ltd., a small company formed in April, 1924. It was inadvertence, he said, that the return was not made within the requisite six weeks.

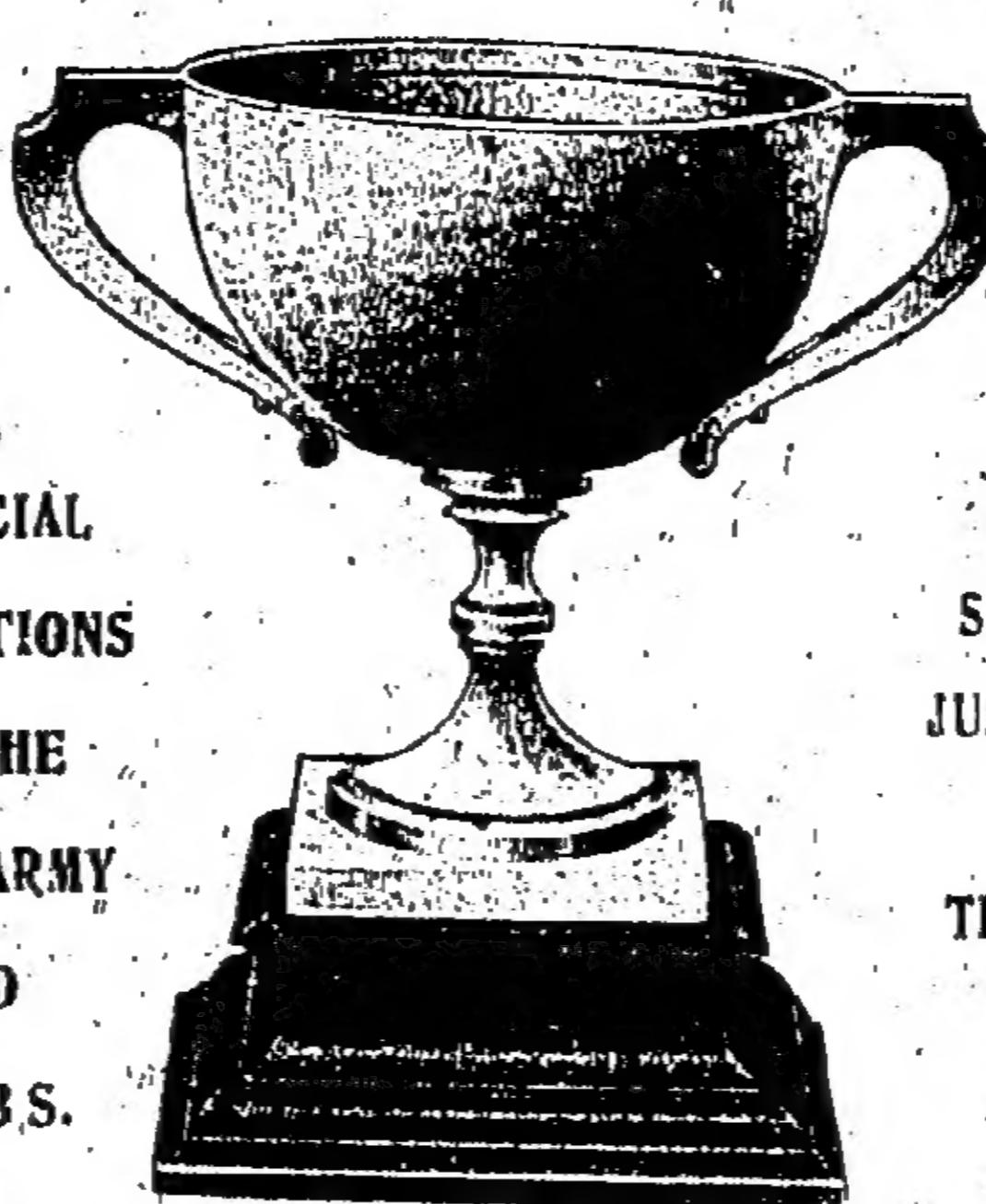
A similar application was made on behalf of the Chinese Foreign Knitting Company by Mr. H. G. Sheldon. He mentioned that the company was incorporated on March 16th, 1915. The present return showed the allotment of 15,811 shares but that figure was incorrect. Actually 16,692 shares had been allotted. The mistake arose through a typographical error.

His Lordship granted an extension of a week in each case.

MOROCCAN QUESTION.

Paris, Jan. 16. According to *Le Journal*, Capt. Canning has arrived at Tangier and despatched a courier to Abd el-Krim. He held several conferences with Captain Gardin.—*Indopacif.*

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TO THE NAVY, ARMY
AND CLUBS.
NEW SHIPMENT JUST ARRIVED FOR THE COMING RACE MEETING.

WE HAVE THE LARGEST SELECTION OF ENGLISH SILVER CHALLENGE CUPS

IN THE COLONY

EVERY CUP IS MADE IN ENGLAND AND IS FAR SUPERIOR TO THOSE MADE LOCALLY IN QUALITY, FINISH AND DESIGN.

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Valves



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1.—Because they are one piece forgings made of a new kind of steel (the result of a new process perfected to combine silicon with chromium steel) designed and fashioned by experts. They will not burn, warp or break in temperatures that quickly ruin other valves.

2.—Because they will outwear ordinary valves four to one, and the average valve has to be reground 3 times as often.

3.—Because this one piece, forged-steel, non-burning valve is the latest and best type of valve known.



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Wedding and Christening Cakes to order.

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BOORD'S

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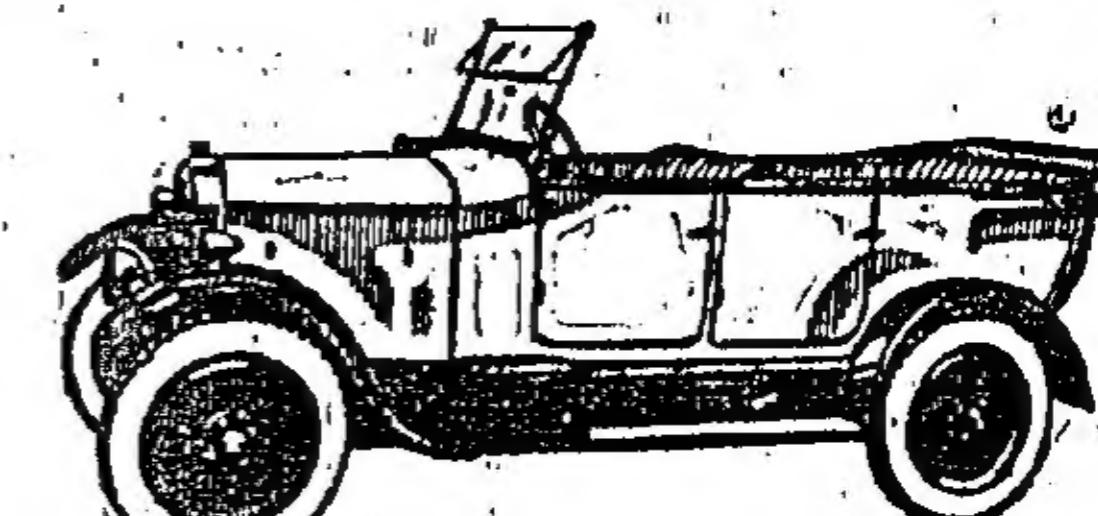
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10/26 H.P. LIGHT CARS

Two and Four Seater "DE LUXE" Models

H. K. \$2,200.

THE PIONEER BRITISH LIGHT CAR

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A FEW POINTS WORTH NOTING

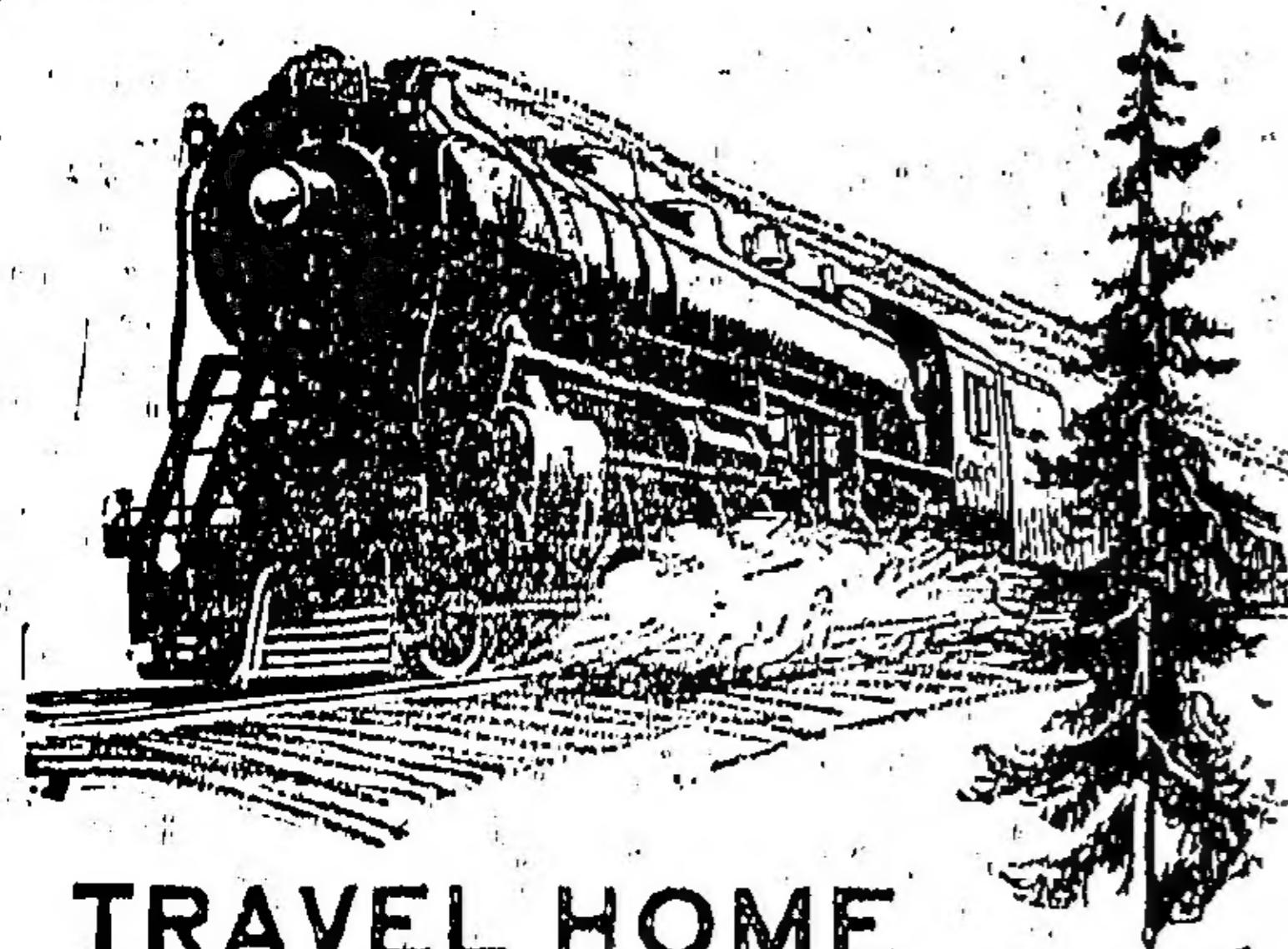
35/40 miles per Gallon, Four-wheel Brakes, Reinforced Dunlop Balloon Tyres, Pressure Lubricated Valve Mechanism, Overhead Valves.

If you are in any doubt as to the proved economy and supreme excellence of the Singer, ask any local owner. We know his verdict and would like you to hear it.

For full specification and trial apply—

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The man who buys roofing on looks alone will rue the bargain, nine times out of ten. It's the stuff inside—under the surface of a roofing—that determines its value.

GENASCO ROLL ROOFING is made of the highest quality, all-wool felt, heavily waterproofed on both sides with the famous Trinidad Lake Asphalt Cement—a product of the ages.

And that's why Genasco Roll Roofing remains alive and defensive against weather long after ordinary roofings dry out, crack and crumble away.

Come in and let us show you this remarkable roofing. No obligation.

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Opposite entrance to Hongkong Hotel.



WELLINGTON & WARD, LTD., ELSTREE-ENGLAND.

THE SHANGHAI COLLISION.

EMPEROR OF ASIA AND THE TUNGSHING.

Both to Blame.

Shanghai, January 16. The Naval court of inquiry into the collision between the Empress of Asia and the Tungshing on January 11 returned a verdict that the commanders of both vessels were to blame.

The court says that although the Empress was navigated in a seamanship-like and proper manner, the commander should have stopped or reduced speed the moment when he first sighted his helm. As regards the Tungshing, the court considered the master committed an error in not altering his course sufficiently at an early enough moment.

Of the two ships, the greater degree of responsibility is attached to the Tungshing, but the officers of both ships conducted themselves properly after the collision and took all possible steps to save life.—*Reuter's American Service*.

LAWN TENNIS.

KOWLOON C.C. TOURNAMENT.

The monthly Kowloon C. C. mixed doubles tournament took place yesterday afternoon, the twenty-six pairs being divided into A and B teams. The competition was very close throughout, B team eventually winning by the narrow margin of 3 points—356 to 353.

The following were the winning pairs, the ladies being recipients of souvenir spoons: Miss E. Woolley and N. Traubitzky; Mrs. Long and W. Old; Miss M. Woolley and W. J. Wooley; Mrs. Blandford and C. J. Roe; Mrs. Fraser and B. Peterman; Mrs. Spaulding and L. Jack; Mrs. Steinfield and W. R. Bucknerough; Mrs. Vardon and L. T. de Quiver court; Mrs. Roeca and A. le Cot; Mrs. Pursey and J. M. Jack and Mrs. Watson and W. Harris.

BRITISH OIL INTERESTS

DILLON READS TO TAKE AMERADA CO.

New York, January 16. It is understood that the Dillon Read Company, who were recently responsible for large flotation of several important companies, have arranged to take over the British owned Amerada Oil Company, which is engaged in the exploitation of mid-continent fields.

When the transfer has been completed securities will be issued for sale to the American public. The figures involved have not been divulged hitherto.—*Reuter's American Service*.

AMERICAN COAL STRIKE.

PRESIDENT UNABLE TO INTERVENE.

Washington, Jan. 16. It is authoritatively learned that until Congress passes legislation giving power to take action in industrial disputes, President Coolidge will adhere to the view that the Government is unable to intervene with a view to securing resumption of work in the anthracite coalfields.—*Reuter*.

MOUNTAIN TRAGEDY.

JAPANESE RAILWAY CAR DERAILED.

Tokyo, Jan. 16. It is reported that this afternoon a mountain railway tram car was derailed at Miyashita, plunging 200 feet. Eighteen people were killed and 20 seriously injured.—*Reuter*.

THE RUBBER QUESTION.

New York, Jan. 16. Before sailing for England, Sir William Letts, a prominent figure in the British motor industry, said the British motor car manufacturers were ready for a friendly discussion with the American manufacturers of joint steps to bring the price of rubber down to an economic level. He added that raw rubber conditions in America were identical with those all over the world. Nobody could say the British Government was juggling with the price.—*Reuter's American Service*.

TOURIST LADY'S DEATH.

BEREAVEMENT ON THE BELGENLAND.

(Our Own Correspondent.)

Shanghai, Jan. 16. The death has occurred aboard the round-the-world tourist ship Belgenland of Mrs. Bradley, one of the most prominent passengers. Death came suddenly, from heart failure.

Mrs. Bradley was the wife of Mr. Ed. R. Bradley, the famous American racing man of Lexington, Kentucky, who is also the proprietor of the Palm Beach (Florida) Casino.

MALARIA.

DUTCH MONOPOLY OF QUININE.

London, Jan. 16. According to the *Morning Post*'s correspondent, the health experts attached to the League of Nations have decided that before the world can successfully combat the malaria plague the monopoly of quinine from Java held by Holland must be broken.

The officials are unable to persuade the Dutch Government to regulate the actions of the quinine ring and they are at present collecting, through a score of government hospitals, statistics to show whether the substitute drug known as cinchona, which is a combination of alkaloids extracted from the cinchona bark, which can be cultivated elsewhere than in the East Indies, can be made an effective as quinine in the treatment of malaria.—*Reuter*.

STORMS IN EUROPE.

OLD SERBIAN CAPITAL ISOLATED.

Belgrade, Jan. 16. The capital, from the point of view of telephones and telegraphs, has been isolated by a storm of exceptional violence sweeping over the country during the night.

There have been many accidents due to the ice-covered streets.

Railway traffic has been delayed owing to the fallen telegraph poles.

The masts of the Bagnitza radio station have been blown down.

Considerable damage has been done to wharves along the river Save, and pontoons and landing stages have been carried away.—*Reuter*.

WEST INDIES CRICKET TOUR.

BARBADOS RETURN MATCH DRAWN.

Barbados, Jan. 17.

The return match between the Marylebone team and Barbados was drawn. Barbados declared with 401 for five wickets (Tarilton 178). Marylebone, who had a difficult wicket to-day, made 110 and followed on to make 184 for eight wickets (Jameson 45).—*Reuter*.

ECLIPSE OF THE SUN.

SUCCESS OF ITALIAN MISSION.

Rome, Jan. 16.

According to a telegram from Kisay in Jubaland, the Italian astronomical mission to study the solar eclipse obtained most successful results.

Three observatories were installed and the observers had a full view of the phenomenon for 131 minutes.

They secured a number of photographs, also important data.—*Reuter*.

MINE DISASTERS.

ANOTHER EXPLOSION IN AMERICA.

Farmington, W. Virginia, Jan. 16. Seventeen bodies have been recovered from a coal mine where an explosion occurred last night.

A rescue party reports that it found sixteen men alive in the mine, but it is not possible to bring them to the surface.

Six miners are missing.—*Reuter*.

NICARAGUA'S NEW PRESIDENT.

UNITED STATES REFUSE RECOGNITION.

Managua, Jan. 17. The Congress has elected General Emiliano Chamorro to be President of Nicaragua. He was sworn in succession to Carlos Solórzano. The latter resigned on January 13th, after Congress had impeached and exiled Vice-President Sacasa on charges of conspiracy against the peace of Nicaragua.

This election was carried through notwithstanding the United States Government having previously announced that it would automatically withdraw recognition from Nicaragua as soon as Chamorro took office; but the American Minister will remain at Managua to observe developments and protect American citizens, according to a Washington message.—*Reuter's American Service*.

San Salvador, Jan. 17. The San Salvador and Guatemalan Governments have announced they will support the United States and refuse to recognize the Chamorro Government.—*Reuter's American Service*.

BRITAIN AND CHINA.

DEFINITION OF LORD WILLINGDON'S DUTIES.

London, January 15. Reuter has been officially informed that there is no foundation for the reports current in London, that Lord Willingdon has been authorized to participate in the conduct of British policy during his stay in China.

Lord Willingdon's mission is to be confined to the leadership of the British Boxer Indemnity Delegation and the British Minister in Peking will remain, as heretofore, in full charge of British political interests.—*Reuter*.

PASSAGERS.

ARRIVED.

Washington, Jan. 16. The House of Representatives has approved the Belgian, Roumanian and Estonian debt settlements.—*Reuter's American Service*.

Later, The House also approved the Latvian and Czechoslovak debt settlement.—*Reuter's American Service*.

AWARDS TO FRENCHMEN IN THE EAST.

Paris, Jan. 17. M. Sudrean, interpreter of the French Consulate at Bombay; M. Medard, interpreter at the Consulate in Tientsin; M. Chalant, interpreter at the Legation in Bangkok; M. Beudin, manager of the International Savings Society of Shanghai; M. Carver, manager of the Banque de France Chinoise Pour Commerce et Industrie; and M. Coedes, conservator of the National Library at Bangkok, are named Chevaliers of the Legion D'Honneur.—*Havas*.

FRONTIER FINANCES.

BILL TO BE SUBMITTED TO THE CHAMBER.

Paris, January 16. After a day of alarms and excursions, the Government and the Chamber Finance Committee patched up their differences, the Committee agreeing to resume consideration of the Government scheme.

M. Doumer and M. Briand addressed the Committee and said that the Government was prepared to co-operate with them in drafting a Bill to be submitted to the Chamber, which, contrary to expectations, will not meet before January 10.—*Reuter*.

A TARIFF WAR THREAT.

INDIA AND JAPAN AT LOGGERHEADS.

Bombay, Jan. 16.

The threat of an Indian and Japanese tariff war is becoming more acute.

Following the announcement that the Japanese Cabinet is contemplating imposing a heavier duty on Indian pig iron, the agitation is increasing for retaliation by imposing a duty on Japanese cotton piece goods, the dumping of which in India is ruining the Bombay mills.—*Reuter*.

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THE RUBBER QUESTION.

HOME FOOTBALL.

RESULTS AND TABLES.

Division I.

Arsenal	3 Manchester U.	2
Blackburn	4 Birmingham	1
Bolton W.	3 Bury	2
Exeter	1 Cardiff	1
Huddersfield	4 Sheffield U.	1
Leicester C.	3 Burnley	2
Manchester C.	0 Tottenham	0
Notts. C.	1 Newcastle	3
Sunderland	4 West Brom.	0
West Ham	1 Liverpool	2
Arsenal	1514 5 6 53 39 33	
Blackburn	2311 9 3 49 36 31	
Sunderland	2613 5 8 60 45 31	
Manch. Un.	2412 4 8 43 35 28	
Bury	2513 2 10 57 53 28	
Tottenham	2511 6 8 46 48 28	
Sheffield U.	2611 5 10 59 57 27	
Aston Villa	2410 7 7 55 45 27	
Birmingham	2711 5 11 48 50 27	
Newcastle	2510 7 8 53 48 27	
West Brom	2510 6 9 53 46 26	
Bolton	2511 4 10 52 47 26	
Everton	2611 7 11 8 50 51 25	
Plymouth	24 8 7 9 39 33 23	
Leicester	25 8 6 11 48 54 22	
Cardiff	26 9 4 13 38 56 22	
West Ham	25 9 3 13 35 52 21	
Blackburn	25 6 8 11 51 53 20	
Notts. C.	25 8 4 13 37 41 20	
Lets U.	24 8 4 12 40 47 20	
Manch. City	26 6 8 12 58 70 20	
Burnley	26 7 6 13 48 75 20	

Division II.

Blackpool	3 Notts. Forest	0
Chelsea	3 Port Vale	1
Clapton O.	4 Barnsley	0
Darlington	3 Derby C.	0
Hull	5 Bradford C.	0
Portsmouth	1 Southampton	2
Wednesday	1 Sh. Shields	0
Stoke	5 Fulham	0
Swansea	4 Preston N. E.	1
Wolves	3 Middlesbrou	1
Derby C.	24 15 5 4 50 24 35	
Wednesday	25 16 3 6 60 31 35	
Chester	24 11 8 5 50 29 30	
South Side	25 13 3 9 46 37 29	
Middlesbrou	26 14 0 12 52 46 28	
Blackpool	25 11 5 9 46 35 27	
Oldham	22 11 5 6 42 33 27	
Port Vale	25 12 2 11 47 43 26	
Portsmouth	25 10 6 9 50 56 26	
Hull City	24 11 3 10 37 32 25	
Swansea	22 10 4 8 44 35 24	
Wolves	23 10 4 9 37 35 24	
Bradford C.	23 8 6 9 30 34 22	
Stoke	24 8 6 10 36 41 22	
Preston	25 10 2 13 42 59 22	
Barnsley	24 8 6 10 36 46 22	
Darlington	23 7 7 9 39 46 21	
Notts. For.	24 7 6 11 29 33 20	
South'pton	25 7 6 12 36 40 20	
Clapton	23 7 2 14 28 52 16	
Fulham	24 5 5 14 25 53 15	
Stockport	24 5 4 15 30 56 14	

Division III (South).

B'rnemouth & B. A.	2 Exeter C.	1
Brentford	1 Alderhore	0
Bristol C.	1 Millwall	0
Charlton A.	2 Swindon	0
Crystal P.	1 Northampton	0
Gillingham	5 Bristol R.	0
Merthyr	1 Queen's Park	0
Newport	2 Luton Town	0
Plymouth A.	6 Norwich	3
Reading	1 Southend	0
Watford	3 Brighton & Hove	3
Plymouth	23 14 6 3 68 36 34	
Reading	24 12 8 4 38 27 32	
Bristol City	25 12 7 6 42 40 31	
Brighton	23 12 5 6 54 45 29	
Millwall	23 10 6 7 41 25 26	
Gillingham	24 11 4 9 49 33 26	
Northants.	23 11 4 8 46 41 26	
Southend	23 12 1 10 48 37 25	
Swindon	24 10 5 9 42 37 25	
Watford	23 9 6 8 40 48 24	
Merthyr	23 8 7 8 36 38 23	
Newport	23 8 6 9 29 39 22	
Norwich	25 8 6 11 35 46 22	
Charlton	21 6 9 6 21 22 21	
Bristol Rov.	24 8 4 12 41 39 20	
Exeter	24 8 4 12 38 41 20	
Luton	24 8 4 12 40 49 20	
Brentford	24 9 2 13 35 55 20	
Bournmouth	24 7 6 11 32 55 20	
Crystal P.	23 8 2 13 38 45 18	
Aberdare	23 7 4 12 43 46 18	
Q. P. R.	23 4 6 13 21 39 14	

Division III (North).

Ashington	1 New Brighton	1
Barrow	0 Crewe	2
Bradford	2 Halifax	2
Chesterfield	7 Accrington	2
Coventry	9 Southport	0
Grimsby	3 Rotherham	9
Nelson	5 Lincoln C.	1
Rochdale	2 Wigan	1
Tranmere	2 Hartlepool	0
Walsall	0 Durban	1
Wrexham	0 Doncaster	2
Bradford	25 16 4 5 46 23 36	
Rochdale	23 13 5 5 52 31 31	
Nelson	22 11 8 5 56 31 30	
Grimsby	22 12 5 5 48 24 29	
Halifax	24 11 7 6 37 26 29	
Hartlepools	25 12 5 8 47 45 29	
Chesterfield	22 12 4 6 46 23 28	
Coventry	24 12 4 8 48 33 28	
Durham	25 12 2 11 41 43 26	
Doncaster	23 8 9 6 41 35 25	
Astington	25 8 8 9 36 32 24	
Crewe	23 10 4 9 38 37 24	
Accrington	23 11 2 10 45 56 24	
Wrexham	24 6 9 3 12 38 52 21	
Lincoln	24 9 2 13 39 48 20	
N. Brighton	23 8 4 11 31 42 20	
Wigan	23 7 5 11 40 42 19	
Rotherham	23 7 4 12 27 58 18	
Southport	23 4 8 10 31 43 16	
Walsall	24 4 4 16 30 67 12	
Barrow	25 4 2 19 33 53 10	

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.

Hongkong, \$1,060 b.
Chartered, £211 n.
Mercantile A. and B., £291 n.
Mercantile C., £138 n.
P. and O., £94 n.
East Asia, \$85 n.

Marine Ins.

Canton Ins., \$590 b.
China Underwriters, \$2.25 n.
North China, Tls. 145 n.
Union, \$253 b.
Yangtze, \$35 b.

Fire Ins.

China Fires, \$155 b.
Hongkong Fire, \$600 s.

Shipping.

Douglas, \$33 s.
Steamboats, \$24 b.
Tugs, \$41 n.
Indo-Chinas, \$38 n.
Shell Trans., 97 n.
Star Ferries, \$60 s.
Waterboats, \$16 b.
Oriental Nav., \$250 n.

Refineries.

China Sugars, \$31 s.
Malabons, \$48 n.

Mining.

Benguels, \$1.90 n.
Kailans, 45/- n.
Langkangs, Tls. 331 s.
Shai Explorations, Tls. 545 n.
Shanghai Loans, Tls. 8 n.
Raubs, \$580 s.

Docks, etc.

Kowloon Wharves, \$130 n.
Whampoa Docks, \$574 b.
Hongkew, Tls. 165 n.
New Engineering, Tls. 7 b.
Shanghai Docks, Tls. 114 n.

Lands, Hotels, etc.

H. and S. Hotels, \$81 s.
H.K. Lands, \$65 s.
Realty, \$5 b.
Territories, \$6 b.
Humphreys, \$132 n.
Princeal Bldgs., \$150 n.
Rural Lands, \$7 s.

Cottons.

Ewos, Tls. 10 s.
Orionals, Tls. 3 n.
Shai Cottons, Tls. 60 s.

Miscellaneous.

Amusements, \$10.50 b.
Canton Ice, \$71 n.
Cements, \$15.50 n.
China Buses, Tls. 101 b.
China Lights, \$15 n.
China Prov., \$8 s.
Constructions, \$2.25 b.
Dairy Farms, \$174 n.
Der A. Wing, \$10 n.
Electrics, \$521 n.
Macao Electrics, \$40 n.
Developments, 30 cents, b.
Ropos, \$40 s.
Tramways, \$22 b.
Lane Crawfords, \$123 n.
Mackintosh, \$214 n.
Peak Trams, \$16 b.
Sinceres, \$11 s.
Taxies, \$4 s.
United Asbestos, \$20 n.

Banking.

LOOK POONG SHAN,
Chief Manager.

The BANK OF CHINA.

(Specially authorized by Presidential
Mandate of the Republic of China on the
2nd of November, 1917.)

HEAD OFFICE: PEKING.

HONGKONG BRANCHES:
4, Queen's Road Central.
Branches and sub-branches all over
China, and correspondents in Europe,
America and other parts of the world.LONDON BANKERS:—The National
Provincial and Union Bank of England
Ltd.; Comptoir National d'Escompte
de Paris, Crédit Lyonnais.Interest allowed on Current Accounts
and Fixed Deposits according to arrangement.
Every description of banking and
exchange business transacted.

A. LEGOT.

Manager.

THE BANK OF EAST ASIA
LIMITED.HEAD OFFICE: HONGKONG.
Authorized Capital: \$10,000,000.
Paid-up Capital: 3,000,000.
Reserve Fund: 1,900,0

CANADIAN PACIFIC
EMPERESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC
18 Days from Hongkong to Vancouver.
LARGEST, FASTEST & MOST LUXURIOUS
STEAMSHIPS.

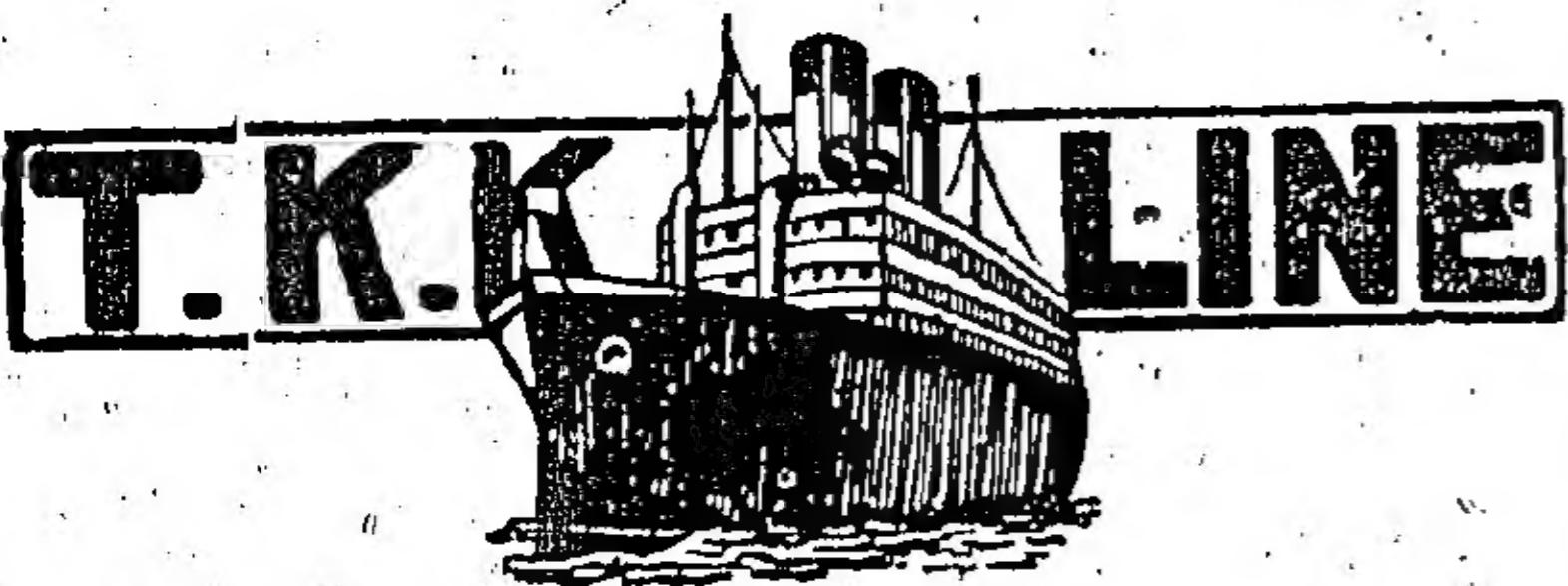
Next SAILING to the
PACIFIC COAST.

**THE
"EMPERESS OF CANADA"**

will sail from
HONGKONG

Daylight, Friday, January 22nd, 1926.

Passenger Department : Tel. C. 752 Cables : "GACANPAC."
Freight and Express : Tel. C. 42 Cables : "NAUTILUS."



HONGKONG—SAN FRANCISCO LINE

via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU
Connection at San Francisco with Southern Pacific, Santa Fe & Western Electric Railroads.
SHINYO MARU ... From Hongkong ... February 6th.
ITAIYO MARU March 6th.
TENYO MARU March 22nd.

REDUCED FARE TO EUROPE.
First Class £120 Cabin Class on Atlantic £112 Second Class £80

CABIN CLASS STEAMERS

REDUCED FARES

Honolulu £5215, San Francisco £5290, Europe £105, £97, £95.
KOREA MARU (Omit N'saki), From Hongkong Jan. 24th.
SIBERIA MARU (Omit N'saki) ... Feb. 20th.
KOREA MARU (Omit N'saki & Hono) ... April 6th.
SIBERIA MARU (Omit N'saki & Hono) ... May 4th.
Proceed from San Francisco to Los Angeles with cargo only;
Proceed up River and berth alongside Manetzu wharf at Shanghai.

SOUTH AMERICAN LINE

The only direct service between Orient and South America via Japan Hawaii,
San Francisco, Los Angeles, Mexico, Panama, Peru & Chile.
RAKUYO MARU ... From Hongkong ... January 20th.
GINYO MARU February 24th.
Y. TSUTSUMI, Manager.
King's Building.
Agent at Canton.
Messrs. T. E. GRIFFITH, Ltd. Tel. C. 2874 & 2875



Speed and Comfort...
**SHORTEST ROUTE TO THE
United States!**

SEATTLE & VICTORIA via SHANGHAI—KOBE—YOKOHAMA
S.S. "PRESIDENT MADISON" ... January 28th, 5.00 p.m.
S.S. "PRESIDENT JACKSON" ... February 9th, 5.00 p.m.
S.S. "PRESIDENT MCKINLEY" ... February 21st, 5.00 p.m.

EUROPE £120—£112—£100.
First Class on the Pacific, First Class on American or Canadian
Railway, First Class and Monocle on the Atlantic. Choice of Trans-
Continental Railways. Any Line on the Atlantic. Through accommoda-
tion and Booking Arrangements.

FOR MANILA

S.S. "PRESIDENT MADISON" ... January 20th 5.00 p.m.
S.S. "PRESIDENT JACKSON" ... February 1st, 5.00 p.m.
S.S. "PRESIDENT MCKINLEY" ... February 13th, 5.00 p.m.

T rough Bills of Lading to all United States and Canadian Overland
points, also via Panama Canal Lines to Atlantic Ports.
Copies of this paper on file in our Offices SEATTLE, CHICAGO,
NEW YORK.

For passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE
Managing Operators for United States Shipping Board
Hongkong and Shanghai Bank Building, Ground Floor.
Telephones Central 2477, 2478 and 795. No. 4, Des Voeux Road.



LONDON SERVICE

"DARDANUS" 26th Jan. Marseilles, London, Rotterdam & Hamburg
"EUAEAEUS" 9th Feb. Marseilles, London, Rotterdam & Hamburg
"AUTOMEDON" 23rd Feb. Marseilles, London, Rotterdam & Hamburg
"HECTOR" 3rd Mar. Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE

"RELLEROPHYN" 13th Jan. Genoa, M'les, Havre, Liverpool & Glasgow
"LAOMEDON" 4th Feb. Genoa, M'les, Havre, Liverpool & Glasgow
"ANTILOCUS" 20th Feb. Genoa, M'les, Havre, Liverpool & Glasgow
"PELEUS" 5th March. Genoa, M'les, Havre, Liverpool & Glasgow

PACIFIC SERVICE

"IN KOBE & YOKOHAMA" 27th Jan. Victoria, Vancouver & Seattle
"PHILOCTETES" 17th Feb. Victoria, Vancouver & Seattle
"TYNDAREUS" 17th Feb. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"YANOTSIE" 19th Jan. New York, Boston & B' more via Suez
7th Feb. Boston, New York & B' more via Suez
"CANFA" 19th Jan. New York, Boston & B' more via Suez

PASSENGER SERVICE

"HECTOR" 3rd Mar. Singapore, Marseilles & London
"SARPEDON" 7th April. Singapore, Marseilles & London
"PATROCLES" 5th May. Singapore, Marseilles & London
"ANTENOR" 2nd June. Singapore, Marseilles & London
"HECTOR" 14th July. Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at
specially reduced fares.

For freight and passage rates and information apply to—

Butterfield & Swire.

Agents.

SMOKING VULGAR.

AND GLUTTONY A
VIRTUE

The final instalment of the "Mémoirs of William Hickey" will be welcomed by all who remember the inimitable spirit and liveliness in the earlier volumes, of which the first appeared in 1913. They gave a most entertaining picture of eighteenth-century society and travel—in the West Indies, in London, and in India—and instantly achieved a success which they thoroughly deserved, says the *Daily Mail*.

The new volume is as good as ever, and no one should miss it. But it shows Hickey growing old, no longer with the wild zest for adventure which he showed in his youth.

One of the facts which the memoirs bring out is the strange antipathy to smoking. Thus in the East Indian Warren Hastings, in 1790, we read:

Captain Larkins told me that upon no account would he allow smoking on board his ship, but having neglected to direct his officers to prevent the admission of hookahs and finding the military passengers had been for three days in constant use of them, he deemed it better to let them continue than give offence by putting a stop to them.

Only servants, it seems, then smoked:

My friend Arthur Forrest, who from habit was uncomfortable unless he had a couple of cheroots between breakfast and dinner, but at the same time feeling ashamed of the vulgarity of the act, usually shut himself in his own chamber to use them.

The culprit was shown to strangers, "using so vulgar a herb" and "looking excessively foolish," much as a wild animal might be exhibited.

TABLE MANNERS.

Table manners even then were of great importance;

General Clarke kept an excellent table in India, but had some peculiarities that gave great offence to several of his guests; for instance, he could not bear to see any dish removed from one part of the table to another, nor any person to attempt carving what stood before him until the whole course was completely set and arranged; to take salt with the point of a knife deranged him beyond measure.

The meals were monotonous and the amount of wine and spirits consumed almost fabulous in such a hot climate as that of Bengal.

After drinking two and twenty bumper glasses of consider-

TRAVEL IN COMFORT

**Aboard
DOLLAR
PRESIDENT
LINERS**



FOUR SAILINGS each month to Manila thence FORTNIGHTLY service to Colombo, and via Suez to the Mediterranean, Boston, New York, and round-the-world.

TO MANILA—AND ROUND—THE—WORLD

President Polk January 10th 8.00 a.m.
President Cleveland January 22nd 2.00 p.m.
and 4 sailings each month thereafter.

FORTNIGHTLY SAILINGS to Shanghai, Kobo, Yokohama, Honolulu and San Francisco.

TRANS-PACIFIC—TO SAN FRANCISCO.

President Cleveland January 30th 5 p.m.

President Pierce February 13th 5 p.m.

President Taft February 27th 5 p.m.

— and sailings every 14 days thereafter.

Dollar President liners offer you luxurious travel comforts. All staterooms are outside rooms, well-ventilated and cooled by electric fans. They are furnished with beds (not berths), each having an electric reading lamp. Staterooms with private bath predominate and all have hot and cold running water. The spacious steel swimming tank is always filled with clean sea water.

Decks are broad, and the use of oil-fuel insures their cleanliness. DOLLAR LINE cuisine is world-famous—varied fare prepared under the direction of skilled chefs. Orchestra music enlivens the voyage. All these travel advantages are yours when you sail on Dollar President liners.

For passenger and freight rates, apply to
HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR,
No. 4, DES VOEUX ROAD, HONGKONG.
Telephone: Central 2477, 2478 and 795.

**DOLLAR
STEAMSHIP LINE**

CONSIGNEE NOTICE

**THE BEN LINE STEAMERS,
LIMITED.**

From MIDDLESBRO' ANTWERP, LONDON and STRAITS

The Steamship

"BENAVON"

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 19th inst., 1926 will be subject to rent.

All claims against the steamer must be presented to the Underwriters on or before 2nd Feb., 1926 or they will not be recognised.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on the 19th inst., 1926 at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

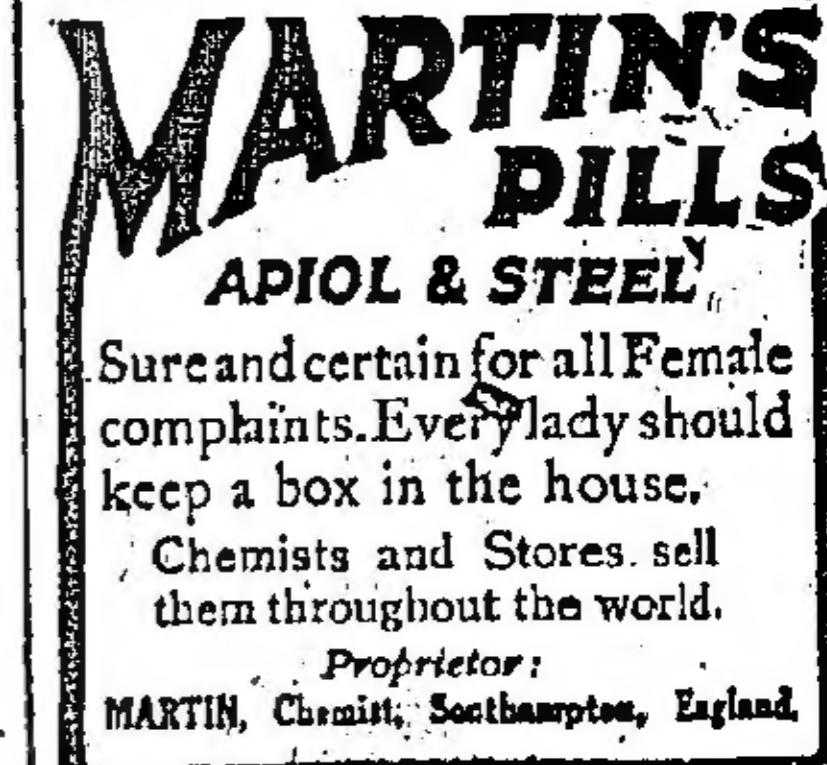
GIBB, LIVINGSTON & CO., LTD.
Agents,
Hongkong, 12th Jan., 1926.



Holyoak Massey, & Co., Ltd.
Distributors,
Queen's Bldgs. Tel. C.673.

THE NEW FRENCH REMEDY.
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3

No. 1 for Rheumatism, No. 2 for Rheumatic Weakness,
No. 3 for Chronic Weakness.
DODD, DYLIN & CO., LTD., 14, LIVERPOOL STREET, LONDON, E.C. 2.
D.L. LECLERCQ & CO., PARIS, 10, RUE DE LA PAIX, PARIS, 2.
THERAPION is on
S.P.C.C. STAMP APPLIED TO GENUINE PACKETS.



For freight or passage apply to

JARDINE MATHESON & CO., Ltd.

General Managers.

Telephone Central 215.

Proprietor:
MARTIN, Chiswick, Southampton, England.

Chemists and Stores sell them throughout the world.

Agents:
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Telephone Central 215.

General Managers.

P. & O.-BRITISH INDIA, ACPAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

Taking cargo on through Bills of Lading for S-Straits, Java and Sumatra, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
LAHORE	5,252	22 Jan. noon	S'pore, P'ang, C'bo & B'ba
KHYBER	9,114	23 Jan. noon	M'les, Casablanca, London & Antwerp
ALIPORE	5,273	1st Feb.	Singapore & Bombay
DELTA	8,097	4th Feb.	S'pore, P'ang, C'bo & B'ba
MALWA	10,941	6th Feb.	Marseilles & London
KARMALA	9,128	20th Feb.	M'les, London & Antwerp
MANTUA	10,902	6th March	M'les, London & Antwerp
KASHAHR	8,985	13th March	M'les, London & Antwerp
KHIVA	9,135	20th March	M'les, London & Antwerp
MOREA	10,918	3rd April	M'les, London & Antwerp
DEVANHA	8,155	17th April	M'les, London & Antwerp
KALYAN	9,144	21st April	M'les, London & Antwerp
MACEODONIA	11,068	1st May	M'les, London & Antwerp
KASHMIR	9,005	15th May	M'les, London & Antwerp

Frequent connections from Port Said to Passengers & Cargo to Constantinople, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-ACPAR SAILINGS

TAKADA	6,949	20 Jan. 1 p.m.	S'pore, Penang & Calcutta
SANTHIA	8,500	4th Feb.	S'pore, Penang & Calcutta
TILAWA	10,006	19th Feb.	S'pore, Penang & Calcutta
TALAMA	8,018	22nd Feb.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	3rd Feb.	Manila, Sandakan, Thurs. Island, Townsville, B'ban's, Sydney and Melbourne
TANDA	6,958	3rd March	
ARAFURA	6,000	7th April	

The E. & A. S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kolambungan, Tawau, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:-

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KARMALA	9,128	23rd Jan.	S'hai, Moji & Kobe
TILAWA	10,000	26th Jan.	Kobe & Osaka
TALAMBA	8,018	3rd Feb.	Shanghai & Kobe
MANTUA	10,902	6th Feb.	S'hai, Moji & Kobe
KASHMIR	8,805	6th Feb.	S'hai & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO., Agents.

P. & O. Bdg., Connaught Rd., C. Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K. STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
		CARNARVONSHIRE	23rd Jan.
GLENIFFER	23rd Jan.	I'don, R'dam & H'burg via Oran.	I'don, R'dam & H'burg via Oran.
GLENOGLE	10th Feb.	GLENSHIEL	31st Jan.
GLENAMOY	23rd Feb.	I'don, R'dam & H'burg via Oran.	I'don, R'dam & H'burg via Oran.
GLENARRY	4th Mar.	PEMBROKESHIRE	17th Feb.
GLEMSENHE	21st Mar.	I'don, R'dam & H'burg via Oran.	I'don, R'dam & H'burg via Oran.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.

THE GLEN LINE, LTD.

Telephone: Central No. 215, sub-ex. 23 and 3696.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL" LINE

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "YANGTSE" via Suez Canal 19th Jan.

S.S. "CITY OF BEDFORD" via Suez Canal 28th Jan.

S.S. "OANFA" via Suez Canal 7th Feb.

S.S. "CITY OF RANGOON" via Suez Canal 16th Feb.

* Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at

Owner's option Subject to change without notice.

For Freight and particulars apply to:-

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.

HONGKONG & CANTON. JARDINE MATHESON & CO., LTD. CANTON

KONINKLYKE PAKETVAART

MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on 21st January.

For SINGAPORE, PENANG & BELAWAN DELHI DIRECT.

Offers excellent saloon accommodation, all lower berths English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE to SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies and Australia.

Agents - JAVA CHINA JAPAN LIJN, Telephone Central No. 1574 York Building, Charter Road.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAM-BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays excepted). Sailings from Canton: Daily, at 8 A.M. (Mondays excepted)

MACAO LINE.

FROM HONGKONG: 8 A.M. and 4 P.M. daily. (Sundays: 9 A.M. only).

FROM MACAO: 8 A.M. add 2 P.M. daily. (Sundays: 4 P.M. only).

SPECIAL SAILINGS.

On Thursday, Friday, Saturday & Sunday, the 21st, 22nd, 23rd and 24th January respectively, sailings of S.S. "TAISHAN" will be 8 a.m. from Hongkong and 3 p.m. from Macao.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports. Through Bills of Lading issued to all Overland Companies in U.S.A. and Canada.

Through passenger routes to Europe via America. G. 5415 G. 5420, B. 5440

YOKOHAMA MARU ... Thursday, 28th Jan. at 11 a.m.

KAGA MARU ... Saturday, 20th Feb.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

KATORI MARU ... Saturday, 16th Jan. at 4 p.m.

ATSUTA MARU ... Saturday, 30th Jan. at 11 a.m.

KASHIMA MARU ... Saturday, 13th Feb.

HAMBURG via LONDON & ROTTERDAM & Ports.

LIVERPOOL via ADEN & MARSEILLES GLASGOW

SYDNEY & MELBOURNE via Manly & Ports.

AKI MARU ... Wednesday, 20th Jan. at 11 a.m.

MISHIMA MARU ... Wednesday, 24th Feb.

NEW YORK and/or BOSTON ... JAPAN.

TATSUNO MARU ... Saturday, 16th Jan.

CALCUTTA MARU ... Thursday, 4th Feb.

BUENOS AIRES via Singapore, Durban & Cape Town

KAMAKURA MARU ... End of Feb.

BOMBAY via Singapore & Colombo.

MURORAN MARU ... Saturday, 23rd Jan.

HAKATA MARU ... Saturday, 30th Jan.

CALCUTTA via Singapore, Penang & Rangoon

KANGAWA MARU ... Saturday, 30th Jan.

NAGASAKI, KOBE & YOKOHAMA

TANGO MARU ... Wednesday, 17th Jan.

SHANGHAI, KOBE & YOKOHAMA

OSAKA MARU (Moji Direct) ... Tuesday, 21st Jan.

SUWA MARU ... Tuesday, 26th Jan.

TOBA MARU ... Thursday, 28th Jan.

SADO MARU ... Thursday, 28th Jan.

For further information apply to NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. S. KIKUCHI Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "CORBY CASTLE" ... Sails 25th Jan.

LLOYD TRIESTINO.

HOTELS.

THE HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

AND

SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
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Telegraphic Address: "CENTRAL, SHANGHAI"

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GERMAN CABINET.

A NEW COMBINATION.

CHARGES WITHDRAWN.CHINESE MERCHANTS
DISCHARGED.

In the case in which two Chinese tradesmen had been remanded on charges of obtaining a quantity of leather valued at \$1,000 from a shop, and of conspiracy to obtain these goods under false pretences, an application for withdrawal of the charges was made by Mr. E. S. C. Brooks, on behalf of the complainants, before Mr. R. E. Lindsell at the Central Magistracy to-day. Mr. Vaux gave the reason as being that an agreement for compensation had been effected.

His Worship (to Mr. J. M. Hall, who defended): "Have you any objection?"

Mr. Hall: "Not the slightest objection, your Worship." (Laughter).

The defendants were accordingly discharged.

LOTTERY TICKETS.AN EXPLANATION
DISBELIEVED.

There were three cases before Mr. R. E. Lindsell, at the Central Magistracy this morning, in which a number of Chinese were fined in varying amounts for possession of *pa-pai* lottery tickets.

In one case, a man was charged with having four of these tickets, and, in reply thereto, said that he was simply acting as a carrier.

Questioned if he was aware of the nature of the contents of a small envelope found in his possession, the man returned a denial, admitting at the same time that he was given 50 cents by the individual to whom the tickets belonged to carry the envelope.

Remarking that it was most unlikely that such a lot of money would be paid for performing this trifling job unless the defendant had full knowledge of the risk, the Magistrate imposed a fine of \$50, or four weeks' hard labour.

Paris, Jan. 16. The Council of War, under the presidency of M. Doumergue, commenced the examination of the draft Bill on the general organization of the Army. The project was adopted in its entirety.—*Indopacif.*

CABINET COMPLETE.

A DIFFICULT TASK.

Berlin, Jan. 16. The formation of the Cabinet is proving a laborious task on account of the competition between the Populists and Democrats for the portfolio of the Interior. Herr Luther, inclining to the side of the Populists, has offered the portfolio of Political Economy to the Democrats who have refused it.—*Indopacif.*

CABINET COMPLETE.

Berlin, Jan. 17. Herr Luther will present the Cabinet on Wednesday before the Reichstag. The portfolio of the Interior is given to Dr. Koch. The press remarks that President Hindenburg has not succeeded in forming a Ministry assured of a majority.—*Indopacif.*

MORE WAGES.**FRENCH MINERS SUCCEED.**

Paris, Jan. 17. The Federations of Miners' Syndicates will discuss the question of wages in the mines. In the North and the Pas-de-Calais, agreement has already been reached between employers and workers by an increase of the temporary increment of wages from 40 per cent. to 100 per cent.—*Indopacif.*

PARIS.**MINERS SUCCEED.**

Paris, Jan. 16. The Council of War, under the presidency of M. Doumergue, commenced the examination of the draft Bill on the general organization of the Army. The project was adopted in its entirety.—*Indopacif.*

Printed and Published for the Proprietor by FREDERICK PERCY FRANKLIN, at 11, Ice House Street, in the City of Victoria, Hongkong.

NAVAL DOCKYARD.**ANNUAL CHRISTMAS PARTY.**

Although it is rather late for a Christmas party, this annual function, which is a fitting termination to the years' activities of the Dockyard Recreation Club, is a never failing attraction for the children of the members. On Saturday last the spacious sail-loft of the Naval Yard underwent a wonderful transformation, being nicely decorated with flags and bunting. The loft was converted into a sort of "Fair-Ground," with many novelties such as aerial railway, shutes, Aunt-Sallys and coco-nut shies, etc.

The staff responsible for the rigging up of the "Show" knew their job, and spared no trouble in order that the children might have a good time. The band of H.M.S. Hawkins was in attendance, and discoursed some lively selections at intervals during the afternoon. Among those present were Commodore A. J. B. Stirling, and Mrs. Stirling, Mr. and Mrs. Gillingham, the Rev. Hewitt, etc.

Measrs. Probert, Thorpe, Richardson, Grenham, Parker, and Rogers were the lusty comedians. Their antics caused endless amusement. Taking their troubles lightly—for it's hard work acting the fool—they were constantly on the move, like Cinema Felix. At 4.30 p.m. an enthusiastic committee of ladies provided a tempting tea.

After tea Father Christmas (played by Mr. Budden) took the opportunity of revisiting the earth arriving by aeroplane. His descent from aloft—with his long flowing white beard, and crimson gown—was a signal for the youngsters who had been worked up into an enthusiastic pitch, to break out into loud and boisterous cheering. For the word had been passed that he was bringing something in the way of a present for each of them.

After a few well-chosen words, Father Christmas called upon Mrs. Stirling to present the prizes, at the conclusion little Miss Alice Black presented her with a silver vase of flowers. There was an hour or so respite in order to clear away, and then a dance was held. Many members, their wives and friends who were unable to be present in the afternoon, turned up in force. The Hawkins Jazz Band again supplied the music. At midnight festivities terminated another successful Club function, the assembly dispersing after all had thoroughly enjoyed themselves.

Contributed.

SATURDAY'S CRICKET.

A HARD HIT CENTURY.

In Saturday's first division League Cricket, the Civil Service, the Club and the Navy all succeeded in gaining points, the losers being the University, Craigengower, and the Chinese R. C.

In the Civil Service v. University match, played at Happy Valley, the home team batted first and compiled 134, to which G. R. Sayer (51) and A. E. Wood (28) were the principal contributors. The University failed by only 18 runs to reach their opponents' total, 116 being the extent of their scoring. For the University, Lam and Rumjahn were the successful bowlers, whilst Sayer and Baker shared the bowling honours for the Civil Service.

The Club gained a rather easy victory over Craigengower on the latter's ground. The visitors batted very consistently, 220 runs having been scored for the loss of seven wickets (declared). The principal contributors being E. F. Stewart, 52; E. J. R. Mitchell, 39 not out; and R. E. H. Oliver, 37. Craigengower were all dismissed for 108, W. G. Guest, 37; and T. Grimes, 28, being top scorers. In the bowling, Guest was best for Civil Service, taking four for 28 runs, and Stewart, for the Club, took four wickets for nine runs.

In the C.R.C. v. Navy match, on the former's ground, there was some big hitting by the Navy, who scored 202 for two wickets (declared). Lt.-Com. Armitage scored 110, not out. Mid. Stephenson, added a useful 50, and Lt.-Com. Cantrell contributed 36. Armitage's century was characterised by big and very free hitting. The Chinese R. C. could only respond with 48; only one man reaching double figures. Cantrell took six wickets for 18 runs.

There was only one second division match played, this being between the Club and the Royal Engineers. The fixture ended in a draw, the R.E.'s batting first and

VOLUNTEER DINNER.**AN ENJOYABLE EVENING.**

Members of the Mounted Infantry and Armoured Car Companies of the Hongkong Volunteer Defence Corps gathered to the number of 140 at the Volunteer Headquarters on Friday evening, when a most enjoyable dinner was held. Capt. H. B. L. Dowbiggin, Officer Commanding the Companies, presided, and the company also included a number of Army and Navy officers.

During the evening several speeches were delivered.

Capt. Dowbiggin, in the course of a speech, referred to the equestrian accomplishments of the Mounted Infantry, both in the field and of gymkhana, saying it was a significant fact that at the last gymkhana out of four events the Mounted Infantry carried off four. He appealed for more members to join the Company.

Lieut. R. L. Moncrieff, in the course of a humorous speech, said he was sorry the Armoured Car Company had not had sufficient training to compete in equestrian events, but he hoped they would be able to do so in the future.

Lieut.-Col. L. G. Bird, D.S.O., the Commandant of the Corps, spoke of the great utility of the Mounted Infantry and Armoured Car Companies, and noted with deep satisfaction the enthusiasm shown in the work.

Mr. H. Birkett, who responded to the toast of "Our Guests," referred to the newly-formed Hunt at Faulning, the members of which appreciated the great assistance given by the Mounted Infantry in getting together such big fields. He was very pleased to see the spirit which animated them to come out and ride over country which some people had said was unsuitable for such sport. He hoped that in the near future, with the help of friends in England and Australia, to provide a really good pack of hounds.

The occasion was rendered all the more enjoyable by the provision of an excellent programme of musical and other items. In this connection, a burlesque of "Uncle Tom's Cabin," which only occupied five minutes, was given by Messrs. Eager, Sewell, Charles and Potts. The make-ups were excellent and the whole production was extremely funny in every way. "Ragtime Revels," which were given by Messrs. Charles, Potts and Silas, with piano, ukelele and banjo accompaniments, were also greatly enjoyed. Others who contributed to the programme were Messrs. R. A. Green, E. E. Mimack, J. E. Hancock, O. Eager, J. Bartholomew and Major J. Macready:

FRENCH FINANCES.**AGREEMENT IN SIGHT.**

Paris, Jan. 16. A sudden change took place in the Finance Committee of the Chamber after speeches by M. Briand and M. Doumergue. A decisive step towards agreement seems to have been taken, on the promise of the Government that it will not intend the application of the tax on commercial transactions longer than 1926, but will agree to consider soon at a debate on all other suggestions.

M. Peret and several Deputies of the Radical Left moved to-day an amendment replacing the tax on payments and the present tax on the turnover of business by a single tax on production.

M. Dolmer has accepted the preliminary text, which will be submitted to Parliament during the week.—*Indopacif.*

PARIS.**DEMONSTRATION.****FORBIDDEN BY POLICE.**

Paris, Jan. 16. The Prefect of Police has forbidden the projected demonstrations fixed for Sunday by the National Federation of Syndicates of Functionaries because of the blending of foreign elements.—*Indopacif.*

NEW CHAMBER.

Paris, Jan. 16. A Franco-Roumanian Chamber of Commerce has been formed with the Deputy, M. Louis Marin, as President.—*Indopacif.*

SCRUTATOR.

Hongkong, Jan. 18th, 1926.

THE TUNGSHING SINKING.**THRILLING SCENES AFTER CRASH.**

The following description of the scenes which accompanied the sinking of the s.s. Tungshing after she was in collision with the Empress of Asia, in the river at Shanghai, on January 11th, appeared in the *Shanghai Times*:

The accident took place when a flood tide was running and the Tungshing was entering port with the steamer Linan ahead of her and the Malwa astern of her. The Asia was going out to sea having left the China Merchants' lower wharf at 6.15 a.m. The accident occurred in a bend of the river, below Black Point, and nearly opposite the A.P.C. benzine wharf when, after the two vessels exchanged signals, the bow of the Tungshing had to make a dash for their lives for water poured quickly through the big gash in the Tungshing's side.

SCRAMBLE FOR SAFETY.

The small coastal boat began to sink rapidly and as the Asia drew off there was a scramble for safety by the people on the Tungshing. Under the direction of Captain J. N. Sturgeon practically all the passengers and crew of the Tungshing were rescued. Two foreign passengers, Norwegian seafaring men travelling from Hongkong to join their ship here, the foreign and Chinese crew were rescued but seven Chinese are missing but may have been saved and have not reported themselves.

Immediately after the collision numerous sampans and boats went to the rescue of the wrecked crew and the Asia lowered one of her lifeboats, it being impossible to get any of the Tungshing's boats out. Some of the Tungshing's men were taken off by boat, others jumped into the water and were picked up, and a few others, including Captain Sturgeon and the boatswain were on the bridge of the vessel with water over their feet. The bridge, and upperworks, were the only parts above water.

After standing by for an hour and seeing that rescue work was completed, the Asia steamed on to Woosung.

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Entertainments.**CLARA KIMBALL YOUNG****in****"ENTER MADAME"****AT****The QUEEN'S****TOM MIX****in****OH, YOU TONY****The STAR**

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AN OPEN LETTER.**TO DIRECTORS OF LOCAL COMPANIES.**

We have received the following Open Letter to Directors of Local Companies for publication:

Gentlemen,—During the next few months you will be called upon to decide as to the amount of dividend to be paid by the Companies of which you are Directors. In this respect a lead has been given to you by the Directors of the Hongkong & Shanghai Banking Corporation who have recognised the advisability of continuing to pay their usual dividend despite the bad times through which we are passing. After all, reserve funds are provided especially to meet times like the present and the only sound policy would therefore appear to be "dividends as usual." The economic situation has been greatly tempered by most large firms' observance of the slogan "business as usual" so wisely advocated recently by